

1989

# Bulloch Crossroads

Kemp Mabry

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## Introduction

### Readings in Bulloch County History: Book 8

# Bulloch Crossroads

Edited by Dr. Kemp Mabry

1989

**Bulloch County Historical Society  
Post Office Box 42  
Statesboro, Georgia 30458**



# Introduction

The success of the Bulloch County Historical Society in recent years is due to efforts of about two-hundred members who help in various ways. The five areas of success have been: (1) outstanding meeting programs; (2) publications; (3) historical tours including heritage home tours; (4) youth projects; and (5) genealogy.

The Society's newsletter, *Our Birthright and Heritage*, is produced by LIFE member Phil Hulst as is this eighth book of *Readings in Bulloch County History*.

Publications such as this book account for the high level of membership enrollments we have enjoyed in recent years. At press time we had 644 members enrolled for the calendar year of 1989.

Three of the articles included herein are from prepared speeches presented before the Bulloch County Historical Society by Alex Lee, Paul Bunce and Charles Bonds.

Elmer O. Parker, of Columbia, South Carolina, submitted a unique map of early land holdings in Bulloch County. Retired from the National Archives in Washington, DC, Mr. Parker also located pictures of John and Rachel Wise which were sent to us by Ted Evan Lewis, of Rockville, Maryland.

Rita Turner Wall has written another engrossing account of life and people in the long ago.

Dorothy Brannen submitted a Confederate muster roll and an account of her grandfather's race for Congress.

Dan Good, papers editor, submitted two student articles on Bulloch communities by Matthew Shrylock and Derek Alderman.

The presentation of a painting of Statesboro High School on Grady Street to Statesboro Regional Library by SHS Class of 1938 and the program before the Bulloch County Historical Society closes this volume.

Julius Ariail, head librarian at Georgia Southern College, prepared the Index.

Kemp Mabry  
Executive Vice President  
Bulloch County Historical Society  
November, 1989

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# Tracing Bulloch County's Roots: Scriven County/St. Matthew's Parish

Rabun Alex Lee, Jr.

For the researcher delving into the origin of Bulloch County and its early settlers, it is very helpful to review the early settlement of the colony of Georgia. An understanding of the geo-political divisions of the colonial period and early statehood is necessary in the study of any early Georgia county's history. For those who are researching early families of Bulloch and have reached an impasse, hopefully an overview of the pathways of early Georgia settlers will give clues that will make the task of finding a lost generation much easier.

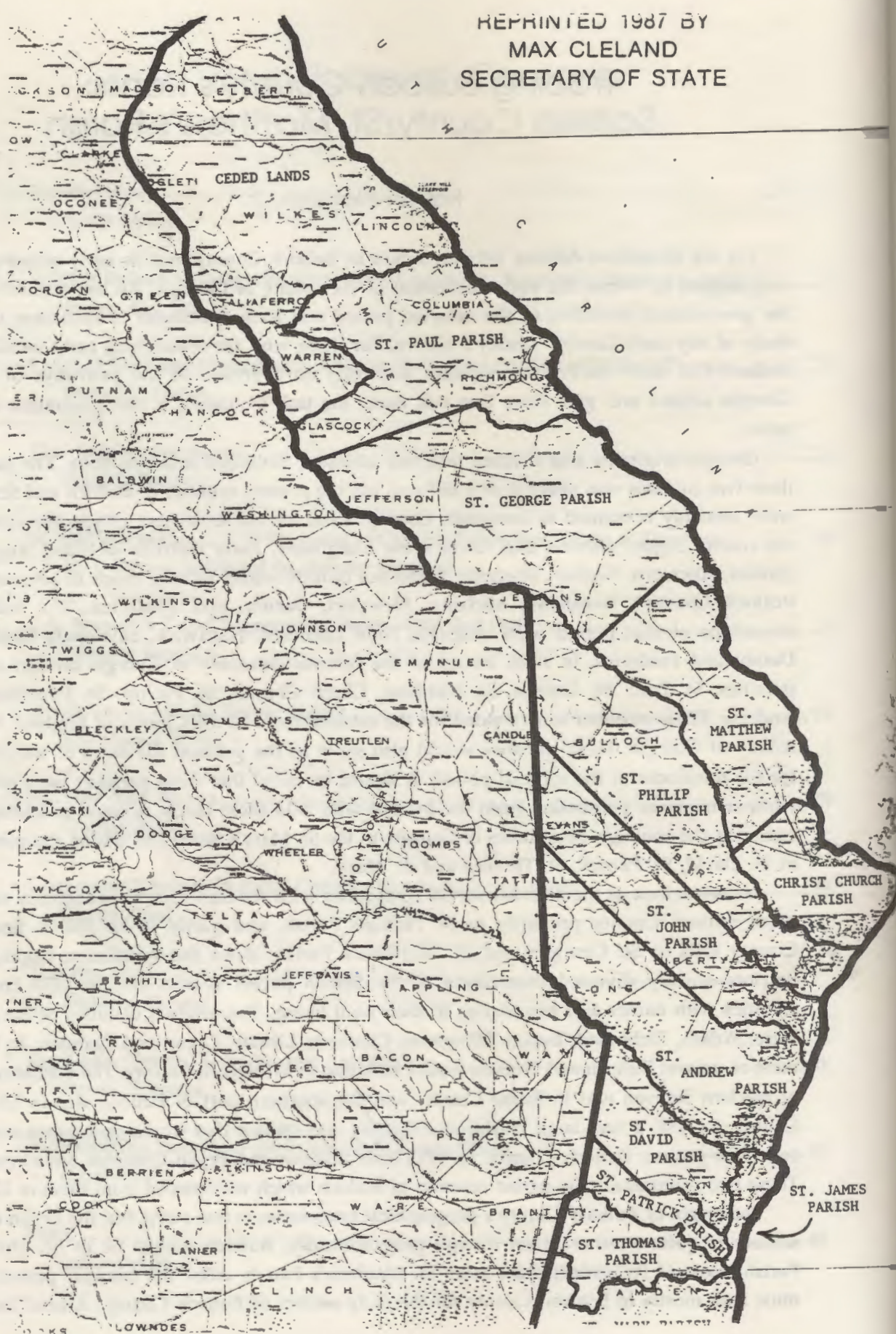
Georgia originally was divided into two counties, Savannah and Frederica. The area of these two counties was never clearly defined, but the present counties of Bulloch and Screven were certainly contained in Savannah County. Later as the settlement of specific areas of the colony began, districts and towns were designated. Early districts included Augusta, Halifax, Abercorn, Goshen, Ebenezer, Ogeechee (which would include much of present day Bulloch County), Savannah, Midway, Newport, Darien, and Frederica. The existing townships of that period were Augusta, New Ebenezer, Hardwick, Savannah, Sunbury, Darien and Frederica. In 1758, an act of the colonial assembly of Georgia created seven parishes: St. Paul, St. George, St. Matthew, Christ Church, St. Phillip, St. John and St. Andrew. These parishes were created for the establishment of the Church of England in the colony of Georgia. These parishes would also serve as the political divisions of the colony for the remainder of the colonial period. It should be noted that these parishes were created without treaty or permission from the Indians who held these lands. A royal proclamation extended the southern boundaries of Georgia to the St. Mary's River and added the parishes of St. David, St. Patrick, St. Thomas and St. Mary.

A comparison of the colonial parish boundaries with modern county boundaries would place Bulloch County primarily in St. Phillip's Parish, and partly in St. John's. Screven County falls in St. George's and St. Matthew's Parish. After the revolution began, the patriots quickly divested themselves of the British parish system and in 1777 created counties with names and boundaries to their own liking. The original counties of the state were: Wilkes, Richmond, Burke, Effingham, Chatham, Liberty, Glynn and Camden. In 1777, most of present Bulloch and Screven would be found in Effingham County. The northern part of modern Screven was in Burke County and the southern part of Bulloch was in Liberty County. In 1784, a very large Washington County was created that would encompass a small corner of present Bulloch County. In 1793 both Screven and Bryan Counties were created. These two counties are the parent counties of Bulloch which was created from them in 1796.

The origin of Bulloch County's geographical boundaries is one story, but the origin of its settlers is quite another. Even though geographically, Bulloch would lie in St. Phillip's Parish, most of its settlers came from St. Matthew's Parish. After the colonial period one must look mostly to Screven County for the early settlers of Bulloch County. A brief look at



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County are the primary sources of Bulloch's settlers.

The original settlers of Savannah that came with Oglethorpe have a small impact on the peopling of Georgia. Very few families indeed can trace their ancestry to these families. The later waves of settlers would leave a far greater progeny in Georgia. The groups of German speaking settlers collectively known as Salzburgers, have the greatest impact on early Georgia settlement, and specifically the settlement of what is now Effingham, Screven and Bulloch Counties. While there were many transports of German speaking peoples from German states of the Old Holy Roman Empire into the Ebenezer District, the overall settlement of Georgia was progressing quite slowly. This was due primarily to the condition of land ownership under the Trustees of Georgia. Under the Trustees land was essentially leased to the settlers under the condition of "Male Tail." That is to say the settlers did not have clear title to the land, and could neither mortgage or sell it. The land could only pass to a male heir. A widow that had only daughters was essentially homeless and landless under this provision. It is because of this law that one often finds as many widows as orphans in the Salzburger orphanage in the period of Trusteeship. In 1752, the original charter of the Colony of Georgia was relinquished to the Crown. After this date, grants were given that gave a settler full title to property. The first of the grants begin about 1755. It should be noted that previous settlers reapplied for grants beginning in 1755, and many twenty-year residents of the colony are found in these first true grants.

The settlement of the area between August and Savannah progressed quite rapidly after this change in law. Prior to the designation of St. George's and St. Matthew's Parishes, this area was known as Halifax District to the north and Ebenezer District to the south. As offsprings of the settlement of New Ebenezer, the settlements at Goshen, Bethany and Abercorn appeared. An often overlooked source of early settlers of this area are the German speaking Swiss from Purysburg, South Carolina, which was across the Savannah River from new Ebenezer. Many of the settlers of both communities moved freely back and forth and intermarried. It is also important to note that many residents of St. Matthew's Parish sought refuge in Purysburg during the dangerous years of the American Revolution. In 1752, Johann Christoph Bornemann, a surgeon from the city of Gottingen, in Hanover (Germany) set out for Georgia with the idea of assessing the worthiness of the colony for growing pharmaceutical herbs as well as determining if the native plants had medicinal value. He established a "plantation" near the present site of Burton's ferry and called it New Gottingen. This is one of the earliest settlements in what is presently Screven County. Unfortunately, Bornemann died only five years later, and no records of his scientific endeavors survive. His journal, however, is one of the only surviving accounts of the trials of a trans-Atlantic crossing to Georgia.

In 1767, Jonathan Sell and Joseph Maddox led a group of Quakers into Georgia from North Carolina and obtained a grant northwest of Augusta. This later became the town of Wrightsboro. In 1768, Georgia Galphin and John Rea, both early Indian traders, requested a grant of 50,000 acres of land in St. George's Parish for the protestant families of Northern Ireland. By the end of 1768 over a hundred families had settled the Irish Tract that would later be known as Queensborough. By 1772, John Rae requested 25,000 more acres of land since



the original 50,000 acres was already taken. Many of these families moved south into the area that later became Screven and Bulloch Counties.

The most significant group in the settlement of St. Matthew's Parish, St. George's Parish, Screven County and Bulloch County with the exception of the Salzburgers is a little recognized group of North Carolinians from the counties of the Old Wilmington District. The royal governor of Georgia and the Council advertised in the newspaper of Newbern, North Carolina, that free land would be given to settlers. This notice began a wave of settlers from the North Carolina counties of Onslow, New Hanover, Dublin, Sampson, Bertie, Johnston and Edgecomb that would last for over sixty years. The very earliest of these families apparently came from Duplin County. George Harnage is known to have come to Georgia from Duplin County, North Carolina, in the year 1761. In 1769, David Murray, Nicodemus Thompson, Valentine Hollingsworth, Timothy Hollingsworth, Zebulon Hollingsworth, Benjamin Lanier, Lemuel Lanier, Robert Dickson, Michael Dickson and Luke Mizell moved from Duplin County, North Carolina, and settled around the areas of present day Sardis, Georgia, and Rocky Ford, Georgia. More families from this area moved in and occupied lands in St. Matthew's Parish, and later Screven and Bulloch Counties. There are very few of the early families of Bulloch and Screven Counties that do not trace to the settlers from this area of North Carolina. The Brinson's, Alderman's, Lee's, Lott's, Sikes, Reive's, Tanners's, Brannen's and Newton's as well as many other families are representatives of these North Carolina families.

Unfortunately, very few records have survived from Burke County because of courthouse fires. Very few records survive from the period 1777 to 1790 in Effingham. The story of the early settlers of Burke and Effingham during the Revolution is not very clear because of lack of records. It can be assumed that the families that chose to remain in Georgia during that period suffered extreme hardship during the War. The settlers were very divided in sentiment in the revolution. There were as many loyalists as patriots in Georgia at that time. These newspapers split in allegiance waged open warfare on each other. Bands of Tories raided and lynched patriot families and vice-versa. Many families left Georgia at this time never to return.

After the wounds of the Revolution had begun to heal, settlement began again in earnest. The large counties of Burke and Effingham were becoming relatively well settled. The many creeks and rivers were making access to seats of government at the courthouses of these counties difficult for many people located at the outer edges of these counties. In December 1793, the legislature of Georgia created a county out of southern Burke County and northern Effingham County. The line on the Burke County side ran from Summerall's Old Ferry at Stony Bluff straight to the present site of Millen, Georgia, to the Ogeechee River. The line from the Ogeechee River south was probably never surveyed, but it probably ran to Fifteen Mile Creek and then south to the Canoochee River. The line between Effingham and Screven was from Rooty Branch on the Savannah River to the mouth of the Little Ogeechee Creek at the Ogeechee River. Six miles south of the Ogeechee the line crossed Mill Creek and ran on to the Canoochee. Early court was held at the home of Benjamin Lanier near present-day Rocky Ford.

It was doubtless very difficult for the residents of the west side of the Ogeechee to travel to court. The foreshadowing of the founding of a seat of government in the east part of Screven County probably encouraged the founding of Bulloch in 1796. Bulloch was formed from the part of Screven west of the Ogeechee and the northern part of Bryan County. For many years, families from Screven moved into the unsettled part of Bulloch to take advantage of grants and lands distributed in lotteries. It is therefore very important in finding the origins of the families of Bulloch County to look eastward to Screven County and then travel back in time to St. Matthew's Parish.

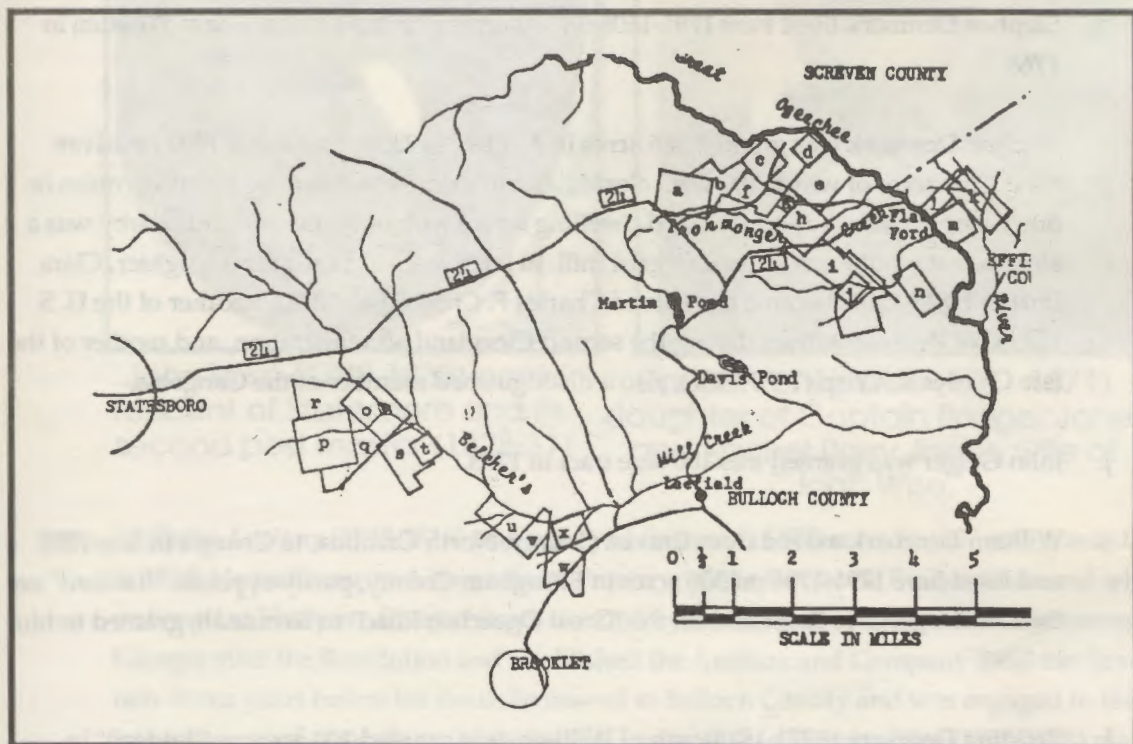


- a. William Ware moved from Beaufort County, North Carolina, to Georgia here in the year 1790 and lived here on Josephus Ware's Creek from 1795 to 1800 on 200 acres granted to Rev. John Martin in 1794 and where the miners lived when he sold it.
- b. Henry Ware, son of William, was surveyed 300 acres in 1795 and granted the tract in 1807 as public road and Ware's Creek, that joined the Ware's land on the western side.
- c. Stephen Ware, son of William, was surveyed 200 acres in 1795 and subsequently granted to him.
- d. Lambell Ware was granted this 100-acre tract on Ware's Creek in 1796.



# Landholdings and Homesteads of Some of the First Settlers of Bulloch County, Georgia

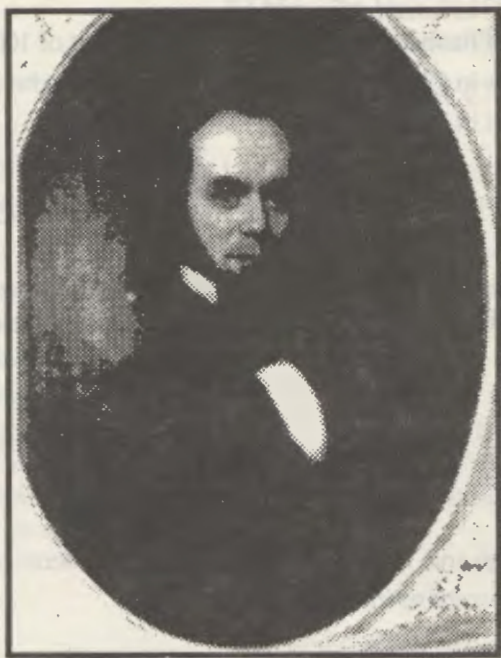
Researched and prepared by  
Elmer Oris Parker



- a. William Wise moved from Barnwell County, South Carolina, to Georgia late in the year 1790 and lived here on (Joseph) Ironmonger's Creek from 1795 to 1800 on 350 acres granted to Rev. John Martin in 1791 and where the minister lived when he sold it.
- b. Henry Wise, son of William, was surveyed 200 acres in 1799 and granted the tract in 1807 on public road and Ironmonger's Creek, that joined his father's land on the southwest side.
- c. Stephen Denmark (1763-1819), son of William, was surveyed 200 acres in 1788 and subsequently granted to him.
- d. Lambeth Lane was granted this 100 acre tract on Great Ogeechee River in 1766.

- e. John Adam Treutlen (1733-1782), first Governor of Georgia, was granted this 300 acre tract in 1767. It was sold by his son John to Stephen Denmark in 1791.
- f. Alexander Lane, Sr. was surveyed this 250 acre tract in 1793.
- g. Stephen Denmark was granted this 65 acre tract in 1793.
- h. Stephen Denmark lived here 1791-1806 on 300 acres granted to John Adam Treutlen in 1766.
- i. Stephen Denmark was granted 586 acres in August, 1793. In December 1802 he advertised 2100 acres of which 100 were cleared and in prime condition for planting cotton or other crops. There was on it a good dwelling house with outbuildings and nearby was a stream that would work a saw or grist mill. In later years a great-granddaughter, Clara Burton (1848-1907) became the wife of Charles F. Crisp (1845-1896), Speaker of the U. S. House of Representatives during the second Cleveland administration, and mother of the late Charles R. Crisp (1870-1937), also a distinguished member of the Congress.
- j. John Geiger was granted this 100 acre tract in 1793.
- k. William Denmark moved from Craven County, North Carolina, to Georgia in late 1785 and lived here 1791-1796 on 300 acres in Effingham County, partly opposite "flat ford" on the Great Ogeechee River and on the "Great Ogeechee Road" to Savannah; granted to him in 1791.
- l. Redding Denmark (1773-1813), son of William, was granted 100 acres at "flat ford" in 1797 that adjoined lands that had been granted to his father.
- m. William Denmark was granted this 200 acre tract in January 1791.
- n. William Denmark was granted in 1793 this tract of 200 acres on the south side of the Great Ogeechee River about half a mile below "Hickory Bluff," including the "red oak ridge," and he deeded it by gift to 1795 to his son, Stephen.
- o. William Wise was issued a warrant for this 400 acre tract on (William) Belcher's Mill Creek in February, 1791. When the tract was granted in 1794 its southernmost corner bounded on a tract laid out for William Ammons. Wise, a miller, later operated a mill on this tract and in January, 1816, deeded it to his son, John Wise.





John Wise (1790-1835) early resident of Statesboro and its second post master (1828-31)

Rachel Jones Wise (1791-1871) daughter of Captain Bridger Jones and Rachel Barry Jones, wife of John Wise.

- p. Nicholas Anciaux (1743-1810) was surveyed this tract of 550 acres in 1807 and granted it in 1810. He had come to America from France with the Comte de Rochembeau and while stationed at Newport, Rhode Island, married Lydia Richardson (1763-1838). He moved to Georgia after the Revolution and established the Anciaux and Company Wharf at Savannah. Some years before his death he moved to Bulloch County and was engaged in the improvement of agriculture. Nicholas and Lydia's only daughter Eliza (1787-1828) married John Macpherson Berrien (1781-1856), judge of the Eastern Circuit, U. S. Senator and President Jackson's Attorney General. Lydia was active in the New Hope Methodist Church, established in 1804 just south of the John Martin tract (a). She witnessed the will of William Wise in May, 1816.
- q. Nicholas Anciaux was surveyed this tract of 286 acres in 1808 and it was granted in 1810.
- r. Lydia Anciaux purchased in February, 1815, this tract of 250 acres from Emanuel and Anna Griner who had obtained it from Moses Goodman to whom it had been granted in 1813..
- s. William Wise lived on this tract of 300 acres from 1800 until his death in May, 1816. He bought it in April, 1798, from William Ammons to whom it had been granted in 1793.

- t. William Wise bought from William and Elizabeth Ammons in 1798 this tract of 100 acres that had been granted to James Goldwire in 1771, and conveyed to John Hall who had on it "Hall's old cowpen," and Wise willed it in 1816 to his son, John Wise.
- u. William Wise bought from Joseph and Aaron Cone in 1794 and 1798, 200 acres in two 100 acre tracts that had been granted to their father William Cone in 1785.
- v. Henry Wise, son of William, obtained this tract of 150 acres on Belcher's Mill Creek in 1801 that was bounded on the northwest by his father's land.
- w. William Wise bought in 1806 from George Mikell 278 acres that had been granted to Mikell in the same year.
- x. William Wise bought in 1806 from George and Thomas Mikell a tract of 150 acres that had been originally granted to William Ammons in 1794.

It should be noted that after the new town of Statesborough was laid out in 1804, William Wise bought ten and one-half acres in lots on the south side of Savannah Street, and one-half acre on the north side of the same street.



# The Salzburger Saga

by Paul C. Bunce

(Text of a speech by Paul Bunce on Sunday afternoon, February 19, 1989, during Bulloch County Historical Society's *Four Days in February*.)

*When our phone rang, Mary picked it up and shortly handed it over saying, "It's for you." Dr Mabry was on the line and briefly explained that he was wanting someone for the program to talk about the Salzburger Saga. I had read several articles and a couple of books about Salzburgers but I did not know much for sure because my memory is short and quickly becomes vague and foggy. I told Dr. Mabry what you will all know when I am finished. First I had to find out what a saga is. The Oxford dictionary says a saga is (1) a Norwegian or Icelandic story from the Middle Ages, (2) a story of heroic achievement. Certainly the latter describes the Salzburger story. This is a very long story to tell in a a short time.*

## Early History of Salzburg

The history of the Salzburg area goes back to before there were records. Hallein and Salzburg are names related to salt. The river flowing through the area is the Salzach. Mining tools of the Celts attest to the existence of the salt mining industry at Hallein more than 3,000 years ago. Salzburg lies on an intersection of North-South and East-West trade routes. Salt has been an important element of commerce for all of recorded history. Archaeologists have found evidence of Neolithic and Bronze age man in the area. Flint arrow heads, splinters of decorated pottery, grinding stones and hammers of serpentine have been found.

The Greek historian Polybius in the second century B.C. tells of the discovery of rich deposits of gold along the upper sources of the Draw and Mur in Salzburg. Latins heard of this and exploited the resource until driven out by the Etruscans. The Etruscans preceded the Romans in Rome. Latins finally took over in the first century B. C. Mines in the Duernnberg mountain are the oldest in Europe and go 1,500 feet below ground.

Celtic invaders from the West penetrated deeply into the Alpine country in the fourth century B.C. Roman troops moved through the area for about five hundred years. This was near or part of the Roman province of Noricum. The original settlement on the ancient trade route was replaced by the Roman trading town of Juvavum. Attila the Hun burned the city about 450 A.D. Odacer with his troops of barbarians finished the destruction in 477 A.D. Not much of historical significance happened there for the next two hundred years.

Christianity found its way into Noricum through the Alps along the trade routes. In the fifth century A.D. St. Severus relates that there was hardly a hamlet westward for about thirty miles that did not have a Christian church that had an altar graced by gold or silver ceremonial vessels.



Emperor Constantine ordered all Christian prelates to meet in 325 A.D., the first ever Ecumenical council. Trinitarianism was adopted as the orthodox doctrine and Arianism was condemned as a heresy.

Clovis, king of the Franks on the east side of the lower Rhine river, was converted to the orthodox faith. The unifying of the Germanic tribes had the blessing of the Pope who was then the recognized spiritual head of the Frankish Empire. One of the first emissaries sent was from the west, an itinerant bishop affiliated with the Gaelic church of Ireland. He laid the foundation for the bishopric in Regensburg, Bavaria (Ratisbon) in 670 A.D. Rupert in searching for a place to organize Christian communities found his way up the Inn river to the Salzach and found the industrious salt mining community at the ancient site of Juvavum. He founded St. Peter's Church, where he is buried, and established a convent on the Nonenberg.

After the death of Rupert, the Anglo Saxon Winfred, given the name Boniface by the Pope in 719, did more than anyone else to bring about religious unity and administrative centralization in the Roman Church of Europe. Early in his career he recognized the Pope as the spiritual head of Christian religion. John, probably an English associate of Boniface, was appointed the first Bishop of Salzburg with the approval of the Duke of Bavaria. Thus we see the beginning of a long period of dominance in Salzburg by the Roman church. Salzburg was for about 1,000 years a rich prize for that church.

Political and religious struggles went on for many years. Charlemagne defeated Tassilo. He was tried and convicted as a traitor. To avoid being executed he had to take a monastic vow and spent the rest of his life in a monastery. Virgil was born and reared in Ireland. In 745 he was appointed Bishop of Salzburg. He started building St. Peter's Church that was not completed until the thirteenth century.

Arn followed Virgil and under him Salzburg was raised to the rank of Archdiocese. Charlemagne elevated him to the Primate of the Bavarian church, and Salzburg became the focal point of religious matters in southeastern Germany. Arn was one of twelve clerical dignitaries to witness Charlemagne's signature to his last will and testament. He stressed beauty rather than utility in construction of churches and monasteries. A palace school was founded and the teaching of mathematics was stressed.

Charlemagne affirmed to Arn all grants and privileges which had been bestowed on the diocese. By a general decree, immunity was extended to all bishoprics of the Empire, and through it the Salzburg diocese obtained a clear title to its lands, its people and everything on the lands as well as exemption from imperial taxes. All offenses committed therein, except those pertaining to life and limb, were to be tried in the Court of the Diocese, and it had claim to the fine assessed against the offender. At that time Salzburg was a small place and the streets were named for the main trade or merchant—gold or grain, etc. Charlemagne died in 814. His three grandsons divided Europe among themselves. Charles took France, Louis took Germany and Lothair took the central strip. Lothair died in 870 and his brothers divided his strip, Lorraine, between them. Germany and France have fought over that strip for over a thousand years.



## Events and History Leading to Expulsion

Many years of conflict between the Eastern and Western Christians was caused by such things as use of mother tongue in church services as Pope Hadrian authorized for the Slavs. In one war in the battle of Pressburg in 906 the duke of Bavaria and Archbishop Theotmar of Salzburg were killed and the economy of Salzburg was wrecked. In 919 Salzburg was made an independent principality. In 945 the privileges and ownership of lands and peoples were restored to the Archbishop. In 996, Otto III granted the Archbishop of Salzburg the right of coinage.

There was a constant struggle for power in Europe. There were many wars over the next hundred years. The Roman Church in its struggle to maintain power used threat of excommunication, imprisonment, torture, fines, confiscation of property and expulsion from homeland. During this time succession of archbishops was largely by payment of tribute to Rome and promise of future payments. Even with all its wealth from mines of salt, gold, silver, copper and iron controlled by the Archbishop, Salzburg was constantly in debt to Rome, Florence and to Jewish money lenders at home. When debts became too burdensome the Jews were tried and convicted for usury which was illegal and thrown in jail. Taxes were constantly being raised. Originally the proprietorship of the mines and trade was held by the ruling prince, the Cathedral Chapter, the Monastic Orders and the Goldecker family. By about 1300 the Archbishop began liquidating the holdings of his competitors and by 1350 made himself the sole owner of the industry. Owners of the mining land were to receive about one percent of the return of the mines.

The original castle, Festung Hohensalzburg, was erected (1066-1088) by Archbishop Gebhard and enlarged by his successors. Peasants were emancipated and the economy of Salzburg prospered but their condition became worse. The freed peasant had to pay taxes on all property improvement, a kitchen tax, a government tax, the tithe, an annual money payment for support of the church, and in the second half of the fourteenth century, a fee used to defray the papal charge for consecration of a newly appointed archbishop, a tax for military service, one fifth of the sale value of property sold, and a recording fee, payment in kind for various unspecified reasons, and still had to provide services like cutting wood, road work and similar work carried over from the age of serfdom. Later a chimney tax was added. From taxes and incomes from mines and other businesses, Salzburg was a rich source of income for the Roman Church. Most of the fine art treasures of Florence, Italy, were paid for by money from Salzburg and much of the splendor of St. Peter's in Rome, also.

Mathew Lang became Archbishop in 1519 and attended the Diet of Worms (1521) before which Martin Luther appeared to answer regarding his "heretical" teachings. That was about 100 years after John Huss was burned at the stake for his teachings. It is possible that Huss ideas had some influence on those of Luther. Lang was present at the Diet of Augsburg where Charles V refused to recognize the Augsburg confession which threatened to suppress the Lutheran heresy by force of arms. The followers of Luther met a year later to organize a league to defend their rights.



Stephen Agricola and Paul Speratus preached Luther's new doctrine in the Salzburg Cathedral. Speratus had to flee to Wittenburg where Luther was a doctor of theology at the University of Wittenburg. Agricola was tried and ordered to the dungeon of a tower in the city wall where powder was stored and was arranged to explode to kill him. His arrival was delayed and the explosion occurred without him. In the confusion he escaped. George Schaerer, a Franciscan, renounced his office and publicly proclaimed Luther's doctrine, was arrested, convicted of violating his oath and was executed.

With all the burdens of taxes, etc., of the peasants and their dissatisfaction, the spread of Lutheranism grew and an order was given to outlaw Luther and for the surrender and confiscation of all Lutheran literature. All subjects of the Princes concerned were forbidden to attend the University of Wittenburg. (about 1524) The execution of Luther's supporters by Archbishop Lang helped to inflame many of the peasants and miners. The immediate cause of the Peasants' War was the arrest of a priest for teaching Luther's doctrines. On his way to prison through Schellenburg his guards were attacked by "ruffians" who released the prisoner. The peasants rebelled, mountaineers were called to action by the sound of drums and by signal fires. They forced their way through the city gate and forced Lang, his household, the Cathedral Chapter and Bishops' Retainers to take refuge in the Castle Hohensalzburg. For twelve weeks the Castle was besieged. (One cannon shot entered a window of the Archbishop's chambers and damaged a marble column. I have a picture of that column taken on a trip to the castle in 1986) Not until Ludwig of Bavaria had moved in his forces and the peasants had been promised amnesty was the siege lifted. Once the revolutionists had been withdrawn the promise of amnesty was ignored and vengeance was inflicted upon the areas where the peasants were from. Radstadt, the center of the movement, bore the brunt of the punishment. On July 11, 1526 its population upon threat of death was forced to take an oath of allegiance to the Prince, surrender all arms, return what had been stolen and pay a heavy fine to compensate for losses by fire. Then twenty-seven of the town's leaders were beheaded. Additional heavy fines were collected for five years to pay for suppressing the revolt. In 1528 when Lang discovered a plot to make Salzburg a free imperial city he ordered twenty of its leaders executed. Unlike some of the other Prince Bishops of Germany, Lang refused publicly to compromise with Protestantism. During Lang's tenure about 20,000 workers were employed in the mines. There were 30 different salt mining operations and 1000 gold and silver pits. (Annual income is estimated at approximately 100 million dollars equivalent in present day terms and that lasted for about 350 years.)

In spite of imprisonment of leaders, expulsion of individuals and confiscation of Protestant literature the number of Protestants increased. Under Archbishop Sittich all persons who refused to comply with his religious mandate were banished from the city and any person found with forbidden literature was heavily fined. The Thirty Years' War (1618-1648) was largely a religious war. The Swabian area was isolated by elevation, being on a high plateau, and Salzburg escaped because Archbishop Paris managed to keep his area out of the war.

Even so, the Swabian area suffered a loss of about half of its population to starvation. One of four Salzburger ancestors was from Langschlag, Austria, that was in an area that belonged to dominions that were Protestant from 1605-1652. At the end of the Thirty years'



War that area became Catholic. A list of Exulanten from the congregation Langschlag was made and the first emigration was made in 1652. Hans Hangleiter was born in Langschlag about 1630 and died in Mergelstetten in the Swabian area of Germany on December 4, 1667. Samuel Urlspurger's grandfather left Austria about that time. As you know, Samuel Urlspurger was Pastor of St. Anne's Church in Augsburg when the Salzburger emigrants arrived there about eighty years later.

The treaty of Westphalia that ended the Thirty Years' War recognized three religious groups—Catholic, Calvinist and Lutheran. German princes could determine to which religion his subjects were to belong. Anyone who did not want to belong was free to emigrate. In Salzburg Protestants were considered heretics. In 1665 all non-Catholics in Tefferburg were ordered out and given from fourteen days to eight weeks to leave. Children under 15 were not allowed to leave but were to be taught so that their souls might be saved through Catholic indoctrination. Some who tried to take their children were thrown into the dungeon in the Salzburg fortress. Many refugees went to Ratisbon (now Regensburg), Nuremberg, Augsburg, Ulm and Leipzeig.

Archbishop Gandolf will be remembered for the arrest of Samuel and Joseph Scheitberger. Joseph was deported on the charge of spreading a "forbidden doctrine" thus avoiding the terms of the Treaty of Westphalia. It was Joseph who resided in Nuremberg and composed the song *I am a Poor Exile Driven from my Fatherland for Abiding by God's Word.*

Archbishop Ernst was determined to restore Catholic conformity in Salzburg. People were required to publicly profess Catholicism and pledge to rear their children in that faith. Schools were set up for training clergy. Nuns were teachers in schools. In 1693 Ernst decreed that any banished person apprehended while secretly returning to see his children was to have his hands riveted to the oars of a galley ship.

Franz Anton who succeeded Ernst (1709-1727) was more moderate. His successor Archbishop Leopold Anton von Firmian (1727-1741), because of the weak internal structure of the German Empire caused by war, was enable to do as he pleased in ridding his principality of the Lutheran dissidents. More and more people turned to Protestantism because they resented church services being in Latin instead of German, not allowing German songs, so they began wanting "freedom from Rome."

Firmian was educated in a Jesuit school and at the age of 15 went to Rome to complete his education. Firmian is described as a scholar, proud, hardhearted, a loyal Jesuit of stern countenance and devoted to wine and the chase. One of his first statements after his appointment as Archbishop was an expression of his ambition to restore the Catholic church to all its splendor in Salzburg. He promised to emulate Philip of Spain who rid Spain of its "heresy." He confiscated lands of heretics (Lutherans) to enrich his own family. He then brought in members of a Jesuit order to rid the country of religious dissent. These Jesuits who were sent south to Gastein in the foothills of the Alps reported that hardly a family was free of heresy. Churchmen accompanied by a civilian officer went to homes on the pretext of a pastoral call and searched for forbidden literature. When efforts to get persons back into the Catholic fold failed more drastic measures were taken. "Wayward" persons were publicly excommunicated and persons in possession of censored literature were imprisoned.



Persons were put into irons and put into dungeons and then banished. In order to obtain confessions, recantation of heresy, to intimidate the wayward and get names of Protestant associates of prisoners they were tortured and chained to blocks to be thrown into the dungeons. (In 1704 an order had been given that dungeons had to be cleaned twice a year.)

Firmian did not know the size of the group of Protestants until in protest of his policies 19,000 peasants of Pongau province signed an appeal against his policies. Firmian, who knew of the peasant uprising under Lang two hundred years earlier, was shocked by his problem. In the petition they had requested either religious freedom or the privilege to emigrate without interference. A survey was ordered to ascertain the general temper of the people. The investigation commission was ordered to proceed cautiously and do nothing to incite resentment or violence. The survey was begun July 15, 1731, and completed and delivered to Firmian on July 30. Immediately local officials were to prohibit the holding of public meetings. People were assured that troop movements would be for defensive purposes. On August 4, all Catholics were alerted to prepare themselves against sudden attack.

Firmian requested Emperor Charles VI to furnish troops. Preceding the arrival of the troops the Archbishop announced that family devotionals would be permitted but not more than three Protestants at a time could meet in a prearranged place. After September 22, 1731, troops moved in and were strategically placed, cavalry in the lowlands and foot soldiers in the mountains. Once troops were deployed local Protestant leaders were secretly gagged and put into carts and set to Salzburg for imprisonment in the fortress. To prevent word of the arrest of the Protestants getting to Germany the borders of Salzburg were guarded. As soon as the leaders were in prison local officials ordered the registration on October 16 of all guards and recording of their equipment. One October 22, every armed guard was to report fully equipped. The next morning there were separated into two groups with known Catholics in one group. Catholics kept their equipment and the others were disarmed.

On All Saint's Day, 1731, commemorating the anniversary of the Reformation and the date when Luther tacked his 95 Theses on the door of the Castle Church of Wittenburg, Firmian put his signature to the Emigrationspatent. Five days later on the birthday of the reformed, it was sent to every district to be made public on Luther's baptismal date, November 11, 1731. To use a quote, "The rest is history." Shock and disbelief were in everyone's mind and heart. Unpropertied persons were to be gone in eight days and land owners to be gone by the end of three months. That many people could not be moved so quickly. Delays were inevitable so an extra eight days were granted. One group of three hundred without passes tried to go toward Radstat but were turned back at the Salzburg border and returned to the city of Salzburg. A few lost courage and thirty-six of them returned to the old church. In spite of intimidation one thousand including the leaders already in prison remained true to their Protestant faith. They were taken one by one into one of the courts of the Fortress Hohensalzburg and in full view of the bloodstained walls each was asked to denounce his faith and return to the fold of the only true church of Christ or to die as had his brothers. They refused to renounce their Protestant faith and held fast to their convictions.

Beginning November 24, 1731 about 20,000 were expelled in the winter of 1731-1732 and more were expelled over the next ten years, about 30,000 in all. Every city along the routes



of march was overwhelmed by the numbers and condition of the Salzburgers. Many of the very old and very young died from exposure in the coldest weather of winter. To answer to the protest of Charles VI, Firmian replied that the Salzburgers were not protected by the terms of the Treaty of Westphalia. Their passes had been stamped "criminal" and they had asked to be permitted to leave.

In April 1732 Frederick William I, king of Prussia expressed a willingness to accept a thousand Salzburgers. The population of Prussia had been devastated by the plague that started in 1726. Eventually at Nuremberg 20, 694 were received by the Prussian commissioner. The expenses of their travel, building of churches, schools, houses and the establishment in their trade or farming was financed by the king Of Prussia.

By the time offers were received for emigration to Georgia, the numbers were small. Samuel Urlspurger who was a corresponding member of the London Society for Promotion of Christian Knowledge helped recruit the transports (groups) of Salzburgers. They went by way of the Inn and Danube rivers then overland to the Main and Rhine rivers to Holland and by boat to England where they were received by the Trustees of the Georgia colony. After being supplied for the voyage they were sent by ship to Charleston and then to Savannah.

Their troubles were not over. Clearing wilderness in the disease-ridden swamps was too much for many of them. From the first settlement in 1734 until May 19, 1739, about 300 Salzburgers and Germans arrived in Georgia. Of that number only about 160 were still alive in 1739. At the time of the last transport in 1752, about 1200 had come. As each group came, death claimed almost half within two years of arrival. Of the 1200 about 21 percent were Salzburgers, 10 percent were Swabian and about 70 percent were other Germans, largely from the area east of the Rhine and south of the Mosel rivers and were generally referred to as Palatines, and a few were Swiss. All these people left their homeland for religious freedom.

Old Ebenezer was settled on poor sandy land and after two years of crop failure, they persuaded Oglethorpe to let them move to the New Ebenezer site at the present site of Jerusalem Church. During the Spanish War in Florida in the 1740s the people of Ebenezer did not take part largely because of religious feeling about bearing arms. They did not know that the Spanish commander (Spain was Catholic), had orders that if he captured Ebenezer, he was to destroy it as the Spanish had done the French Huguenot Protestant settlement in east Florida in the 1500s where everyone was killed.

Pastor Bolzius died on November 19, 1765, after 32 years as the spiritual leader and close friend of the people of Ebenezer and two years before Jerusalem Church was built. He had worked hard to keep rum, slavery and lawyers out of Ebenezer. By the time the last transport came all three were in Ebenezer. His death occurred ten years before the Revolution that divided Ebenezer between those loyal to the their oath to the Trustees and those who sided with the forces for independence. As the war progressed, the American forces controlled the area for a while then the British forces controlled the area. As each side was in control they destroyed the homes and property of the other. This went on until not much was left but total destruction. One observer who traveled the Savannah-August road at the end of the war said it was the most desolate area one could imagine. Ebenezer never fully recovered though many tried to rebuild.



After the Revolution a private landowner built a toll bridge over the Ebenezer Creek. That bridge was later purchased by Jerusalem Church and it was a source of revenue for the church for a while. Eventually travelers to and from Savannah started crossing the Savannah River at Three Sisters Ferry. The county seat was moved and Ebenezer was bypassed on both sides. When Reverend P. A. Strobel wrote his book in 1855, he stated that there were only two houses in Ebenezer and one of those was vacant.

## A Family Footnote to the History of Ebenezer

The history of the Salzburger Expulsion is still being written by the descendants of those who came to this country to an unknown future for religious freedom. As a footnote to that history, Johan Hangleiter, a descent of Hans Hangleiter who was expelled from Austria about 1652, had a daughter Hannah Elizabeth who married John Christopher Buntz. They had one son, John Christopher, Jr., who grew up in Bulloch County and was known as Christopher Frederick. Land deeds of Effingham and Bulloch Counties show he was recorded as John Christopher Frederick Buntz, as Christopher Frederick Buntz and as Christopher Fredrick Bunce. Some deeds have the last named spelled both ways in the same deed. All the Bunces in Bulloch County descended from Christopher Frederick as do the Simmons' descendants from the marriages of Eliza and Jane Bunce to Haskell Simmons, both daughters of Christopher Frederick. Their descendants are Simmons, Lee, Proctor, Lanier and Denmark and others in later generations.

*Bulloch Times*  
November 25, 1915  
Muster Roll of Company C  
given by H. I. Waters  
Bulloch's Sons Who Served the Confederacy  
Muster Roll of Co. "C.", 47th Regiment of  
Georgia Volunteers, Army of Tennessee

submitted by Dorothy Brannen

The following roster of Co. "C," 47th Regiment Georgia Volunteer Infantry, Army of Tennessee, C.S.A., which has been handed us by Mr. H. I. Waters, will prove of interest to the many relatives and friends of the members who still reside in this county. The information given pertains to the date of enlistment, position held, and the date service ended.

- Williams, W. W.—Captain, March 4, 1862, killed June 10, 1862, at James Island, S. C.  
Summerlin, W. A.—1st lieutenant, March 4, 1862; resigned July 10, 1862  
Canuett, A. S.—2nd lieutenant, March 4, 1862; promoted captain June 10, 1861; under arrest September, 1862; cashiered Dec. 11, 1862, for cowardice  
Proctor, D. C. Jr.—2nd lieutenant, March 4, 1862, resigned November 6, 1862  
Burnsides, J. C.—1st sergeant, March 4, 1862; appointed commissary September, 1862  
Williams, J. D.—2nd sergeant, March 4, 1862; died in hospital, 1864  
Lanier, A. R.—3rd sergeant, March 4, 1862; hired substitute and left service  
James, M.—4th sergeant, March 4, 1862; hired substitute and left service  
Wise, William—1st corporal, March 4, 1862; transferred November 23, 1862 to Co. "K"  
Mitchell, M.—2nd corporal, March 4, 1862; discharged October 7, 1862; under age  
Waters, T. A.—3rd corporal, March 4, 1862; promoted 1st corporal November 1862, wounded in foot at Missionary Ridge; home on furlough at surrender  
Rowe, J.V.—4th corporal, March 4, 1862; served to surrender  
Alderman, M. A.—Private, March 4, 1862, absent with leave October, 1862; served to surrender.  
Akins, T. Y.—Private, March 4, 1862; served to surrender  
Akins M.—Private, March 4, 1862; served to surrender  
Bland, Jas.—Private, March 4, 1862; served to surrender  
Bird, Wyley—Private, March 4, 1862; absent without leave January, 1863; killed at Missionary Ridge  
Bennett, John—Private, March 4, 1862  
Brown, D. W.—Private, March 4, 1862  
Brannen, P. U.—Private, March 4, 1862; served to surrender



Brannen, Solomon—Private, March 4, 1862; killed June 10, 1862 at James Island, S.C.

Brannen, W. A.—Private, March 4, 1862; absent without leave January 1863; served to  
surrender

Brannen, H.—Private, March 4, 1862; died in South Carolina

Buie, Neal—Private, March 4, 1862; discharged September 1, 1862, disability

Burnsides, J. E.—Private, March 4, 1862

Buie, W.—Private, November 29, 1862; killed at Chickamauga

Bennett, James—Private, January, 1862; killed at Bentonville, N.C. April 7, 1865

Baughn, A. J.—Private, July 22, 1862; served to surrender

Crosby, William—Private, March 4, 1862; absent without leave September 1, 1862; died at  
Savannah in 1863

Collins, Mitchell, Sr.—Private, March 4, 1862; absent without leave October, 1862; served to  
surrender

Collins, R.—Private, March 4, 1862; died May 2, 1862, at Whitesville, Georgia

Collins, B.—Private, July 22, 1862; absent without leave October 1862; died in Tennessee

Collins, Mitchell, Jr.—Private, March 4, 1862; surrendered at Greensboro, N.C.

Collins, H. N.—Private, November 29, 1862; killed at Chickamauga

Deal, William—Private, March 4, 1862; died May 10, 1862, at Savannah, Georgia

Deal, James—Private, March 4, 1862; under age in 1862

Driggers, J. J.—Private, March 4, 1862; absent without leave November 1862; served to  
surrender (name not clear)

Dixon, Michael, Sr.—Private, March 4, 1862; served to surrender

Dixon, Michael, Jr.—Private, March 4, 1862; served to surrender

Fletcher, C. E.—Private, March 4, 1862; appointed commissary April 1862; discharged  
November 13, 1862, disability

Franklin, H. B.—Private, March 4, 1862; died July 10, 1862, at Savannah, Georgia

Farr, John—Private, March 4, 1862; absent without leave for seven days, January 1863;  
served to surrender

Gould, James—Private, March 4, 1862; discharged September 30, 1862, under age

Green, J. W.—Private, July 22, 1862; absent without leave January 1863; killed at  
Chickamauga

Green, James—Private, March 4, 1862; killed at Chickamauga

Hodges, T.M.—Private, March 4, 1862; absent without leave November 1862; died in service

Hilton, T. E.—Private, March 4, 1862; died April 2, 1862, at Whitesville, Georgia

Hamn, Joe—Private, March 4, 1862; died April 28, 1862 at Whitesville, Georgia

Hilton, John—Private, March 4, 1862; died in Atlanta, Georgia December 5, 1862

Helmuth, E.—Private, March 4, 1862; killed June 10, 1862 at James Island, S.C.

Holloway, James—Private, March 4, 1862; captured at Lookout Mountain

Hart, William B.—Private, August 25, 1862; served to surrender

Hill, William—Private, 1864; served to surrender

Hodges, J. M.—Private, March 4, 1862; absent without leave January 1863; died in Atlanta,  
Georgia, December 10, 1863

Herndon, I.—Private, 1863; served to surrender



Kerby, James—Private, March 4, 1862; died April 27, 1863, at Battery Island, S.C.

Kerby, James A.—Private, March 4, 1862; hired a substitute and left service

Kelly, John—Private, March 4, 1862; killed June 10, 1862 at James Island, S.C.

Kicklighter, S.—Private, March 4, 1862; absent without leave October 1862; survivor; served to surrender

Lee, Eli—Private, March 4, 1862; served to surrender

Lee, J.T.—Private, March 4, 1862, killed at Bentonville

Liles, W.—Private, March 4, 1862; killed in South Carolina

Lee, George W.—Private, March 4, 1862; substituted out

Liles, Sam—Private; March 4, 1862; served to surrender

Lee, H. C.—Private, March 4, 1862; substituted out

Lofton, W. H.—Private, March 4, 1862; killed in South Carolina

Lee, J. V.—Private, September 10, 1862; absent without leave October 1862; served to surrender

Mikell, J. L. —Private, March 4, 1862; lost arm June 10, 1862 at James Island, S.C.

Mikell, A.—Private, March 4, 1862; discharged October of 1862, under age

Miller, J. R.—Private, March 4, 1862; 1st lieutenant; served to surrender

Miller, J. R.—Private, March 4, 1862; discharged October 7, 1862, underage

Mincey, W.W.—Private, March 4, 1862; served to surrender

Mincey, J. W.—Private, March 4, 1862; discharged September 17, 1862, under age

Mercer, M. J., Jr.—Private, March 4, 1862; served to surrender

McVey, H. R.—Private, March 4, 1862; killed at Missionary Ridge

Miller, J. R.—Private, March 4, 1862; appointed 1st sergeant, December 1862

Martin, J. V. C.—Private, March 4, 1862; appointed 2nd corporal November 1862

Newsome, J.—Private, July 22, 1862; captured at Lookout Mountain

Olliff, O.—Private, March 4, 1862; served to surrender

Parrish, William—Private, March 4, 1862; killed at Chickamauga

Parrish, H. J.—Private, March 4, 1862, died in service

Pridgen, J.—Private, March 4, 1862; captured at Lookout Mountain

Prine, L. M.—Private, March 4, 1862; appointed 5th sergeant June, 1862; served to surrender

Rushing, M.—Private, March 4, 1862; captured at Lookout Mountain

Riggs, Jacob—Private, March 4, 1862, died in Atlanta, Georgia September 21, 1862

Riggs, H. A.—Private, March 4, 1862, appointed 4th corporal November, 1862; served to surrender

Riggs, J.—Private, March 4, 1862; died in 1864

Riggs, James—Private, March 4, 1862; wounded at Missionary Ridge

Sheffield, S.—Private, March 4, 1862; died May 10, 1862 in Bulloch County, Georgia

Turner, A.—Private, March 4, 1862; left sick while on retreat from Missionary Ridge, crying

Tuchton, H. H.—Private, March 4, 1862; killed at Chickamauga

Thompson, A. J. —Private, March 4, 1862; killed June 10, 1862 at James Island, S. C.

Thompson, J. C.—Private, June 10, 1862; elected 2nd lieutenant; elected captain November 21, 1862; served to surrender

Todd, T.—Private, July 25, 1862; served to surrender

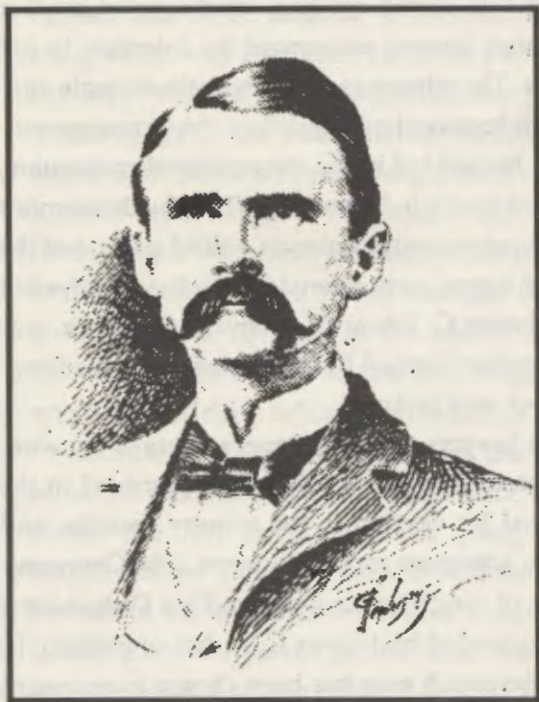
Timmerman, J. —Private, March 4, 1862; detailed with battery, Savannah, Georgia,  
 September 1862; he was a substitute; was discharged in 1864 for inefficiency  
 Turner, J.—Private, July 4, 1862; absent without leave, January, 1863; served to surrender  
 Toler, T.—Private, March 4, 1862; died in service  
 Williams, S. P.—Private, March 4, 1862; was appointed 3rd sergeant November 23, 1862;  
 died in Tennessee in 1864  
 Wilson, Allen—Private, March 4, 1862; killed June 10, 1862 at James Island  
 Westberry, William—Private, March 4, 1862; served to surrender  
 Waters, M., Jr.—Private, March 4, 1862; absent without leave, October, 1862; served to  
 surrender  
 Waters, H. J.—Private, March 4, 1862  
 Williams, B.—Private, March 4, 1862; died June 28, 1862, in Augusta, Georgia  
 Williams, R. J.—Private, July 4, 1862; elected 1st lieutenant; resigned April 19, 1863  
 Williams, M.—Private, March 4, 1862; discharged September 17, 1862, under age  
 Williams, R. M.—Private, March 4, 1862; discharged September 17, 1862; under age  
 Williams, J. G.—Private, March 4, 1862; served to surrender  
 Williams, L. E. M.—Private, March 4, 1862; appointed 1st sergeant April 4, 1862; elected Jr.  
 2nd lieutenant December 8, 1862; detailed recruiting officer January 1863  
 Waters, M., Sr.—Private, March 4, 1862; absent without leave October, 1862  
 Waters, W. D.—Private, September 1862; appointed 3rd corporal November 1862  
 Waters, H. I.—Private, March, 1862; served to surrender  
 Waters, Simon—Private, March, 1862; wounded at Missionary Ridge; served to surrender



# J. A. Brannen's Two Congressional Races 1904 and 1906

Dorothy Brannen

J. A. Brannen ran for Congress twice, in 1904 and in 1906. In the 1904 race he won the most popular votes in the district outside of Chatham County but lost the race by the county unit votes. In 1906 he won the most popular votes in the entire district. He tied with his opponent in the county unit votes, thus throwing the election into the congressional convention. The delegates met for forty-two days and cast 801 votes, finally compromising on a third candidate.



J. A. Brannen

Both these campaigns were a challenge to the Savannah power structure which had for many years controlled politics in the First Congressional District. The Savannah influence was particularly strong in the coastal counties and in Effingham. The wiregrass counties (the section west of the coastal counties) were growing restless under the continual control of the Savannah politicians and wanted to elect their own man.

In those days whoever won the Democratic primary won the office as the Republican opposition in the general election was nil.

J. A. (Lonnie) Brannen was widely known in the First District. He had been born in Bryan County, attended Bradwell Institute in Liberty County, and after receiving a law degree from Mercer University in Macon, had practiced law in Swainsboro in Emanuel County for about five years. When he came to Statesboro (about 1887), he opened a law office and also acquired a newspaper, *The Statesboro Eagle*, which he sold in 1892. In 1889 Statesboro was incorporated, and J. A. Brannen was chosen as the first mayor of the little town. His career grew with the growing town and he became a leader in civic and business enterprises.

He took an active interest in politics. He was chosen chairman of the Democratic party in Bulloch County and served for a number of years. He was a delegate to the National Democratic Convention in Chicago in 1896 and served in the lower house of the Georgia legislature and also in the state senate.

In 1901 he started a new newspaper, *The Statesboro News*, with J. R. Miller as editor. As a lawyer and newspaper man, Mr. Brannen had many contacts in the neighboring counties.

In the summer of 1903 his editor friends in the wiregrass counties starting "booming" him for

Congress in their papers. Many of their articles were reprinted in *The Statesboro News*.

His opponent in the 1904 race, Rufus E. Lester, was an old and respected Confederate veteran. He was a former mayor of Savannah and had been in Congress for sixteen years. The old war heroes of the confederacy were still a powerful political force in Georgia. It would be very difficult to beat a veteran. The campaign grew into a city versus country confrontation.

Lester won the race by a narrow margin of county unit votes. After the primary the delegates met at a congressional convention in Reidsville in Tattnall County to cast the votes of their counties for the candidates. Of course, everyone knew that Lester had won, but the Brannen delegates seized the occasion to make fiery speeches praising their candidate and declaring that he would win next time. They were determined to have a man from the wiregrass counties to represent them.

In November of 1905 Col. Lester announced that he would not be a candidate for another term. In the same month Walter Sheppard, a Savannah lawyer, announced his intention to run and was strongly supported by the Savannah faction. The wiregrass counties again strongly supported Brannen, and the country versus the city again became the issue. When the campaign ended in a tie of the county unit votes, the issue had to be decided in the congressional convention, which met first in Statesboro, then in Waynesboro and finally in Savannah. When the Brannenites saw that the deadlock could not be broken, they offered to compromise on a third party, but the Sheppard forces would not agree to this. Over thirty names were offered by the Brannenites but were voted down by the Savannah group. When Charles G. Edwards, A Savannah lawyer, was nominated by the Brannen forces, his brother and another Tattnall County delegate on the Sheppard side switched their votes to him and the deadlock was broken.

Although their man did not win the election, the lawyers and newspaper editors of the wiregrass counties succeeded in breaking the control the Savannah politicians had exercised in the First Congressional District. Edwards know he owed his election to the country counties and tried to serve their interests. During his life time two wiregrass county Lawyers, J W. Overstreet of Screven an R. L. Moore of Bulloch, held the office of congressman from the First District for a few years. Edward died in office in 1931. He was succeeded by Homer C. Parker of Bulloch. In the more than fifty years since Edwards' death no Savannah man has been chosen to represent the First District in Congress.



# Where Have All the People Gone?

Rita Turner Wall

The old Statesboro-Swainsboro Road entered the Two-Chop Road at Upper Lotts Creek Church, followed it across the creek, then turned sharp right just across the creek and wound its way for several miles through sand beds and clay patches to the Woodpecker Trail which was a direct route to Chicago. It was narrow and unimproved, plainly laid out by the first settlers trying to get from here to there. But fronting on that road were some spectacular houses that owed nothing to the practicing architect. First, on the left, after leaving Two-Chop Road was the Noah Hendrix place, a one-story house with a gable at the front and a fine bay window extending from the parlor side. Next, also on the left side of the road, within sight of the Noah house was the Bruce Hendrix place, a fine two-story traditional house with bannisters enclosing porches on both floors. After it came the Berrian Cobb place, a house built in the old Piedmont style with bannisters enclosing its porches. All three of these houses were built close upon the road so their occupants could see passers-by, which, as Walter Hendrix stated in his memoirs (he was raised in the middle house) was one of their few diversions. All three of the houses were surrounded by an assortment of large two-story barns, hay lofts, mule and cow lots, buggy and wagon sheds, with wash houses, smokehouses, syrup houses close behind the dwellings.

A mile or so further on, across the two runs of Big Branch, was the Ives place, a plain house of modest size but in good taste with the usual assortment of farm buildings. Further down the hill from the Ives place was Turner School where the children of the neighborhood came to learn the "three Rs." There was a little shallow branch run at the bottom of the hill, and beyond, a steep hill at the top which was the Wayne Turner place. Unlike the other places on the road, the Turner house was set far back from the road, at the apex of the hill on the right. It was a Piedmont-style house with green window shutters and front porch enclosed with scroll work. And scroll work also lined the eaves and rakes of the house. Marching along the peak of the ridgerow from chimney to chimney was a row of lightning rods glistening with colorful glass bulbs along their upthrusting lightning attractors. Circling behind and to the side of the house was the usual array of barns, lots, sheds, poultry houses, smoke and sugar houses.

Next, also on the right side of the road, a mile or so distant was the Jesse Webb place, a large frame house on high piers with out-kitchen attached to the main house by a roofed-over walkway. This house had been remodeled with a room built on the left side of the front porch, its gable on the front giving it an interesting facade. The front porch of the old section was continued long the side of the new section in an L-shape, doors of both sections abutting each other and admitting onto the narrow porch. Like all the other houses on the road, the Webb house had its share of chimneys. All these houses had yards fenced with pales to keep out the free-ranging cattle and hogs and goats.



With its prominent location at the Crossroads (the intersection of the Metter-Aaron Road with the Statesboro-Swainsboro Road) and its country store and farm industries, the Turner place was the busiest on the road with people coming and going all day. The Aaron road skirted the fence of the side yard, and across it was the cotton house with attached sheds. Next to it was the store stocking everything from shirts, overalls and shoes to cloth, mule harness, Baltimore bacon, snuff and patent medicine. The store had the traditional extended roof over the porch, which on Fridays and Saturdays (fish days) was the gathering place for local musicians with their fiddles, banjos, guitars and Jews' harps playing country music. Some of them read music, having been taught by Raws Watson at Rosemary Primitive Baptist Church.

Across the Statesboro-Swainsboro Road, directly in front of the house was the industrial area, the grist mill, the sawmill and the two-story gin house with steep ramp in front up which blindfolded mules pulled the wagonloads of raw cotton to the gin area where were the three gins: a saw gin (this was the gin invented by Eli Whitney) for ginning greenseed cotton (short staple) and two blade gins for ginning blackseed cotton. All the gins had to be fed by hand and it took a long day to gin one bale of greenseed cotton, running one saw gin, and a long day to gin one bale of blackseed cotton running two blade gins. The press, called a tramper, was on the ground below. Corn was shelled by farmers and brought to the mill to be stored until grinding day, usually Saturday; corn was ground on toll—one-eighth, later one-fifth. All these machines were powered by a big stationary steam roller.

Along this road came a varied traffic: buggies, wagons, traveling salesmen, traveling preachers, the doctor making his rounds, Gypsies, gumloggers and tarheels. The first motor car even seen on that road passed ca. 1906, and those who saw it never forgot it. They heard it coming and everybody ran to the road to see it. It was the buggy type, driven by a *dandy*. Three-quarters of a century later, old men who were present that day would describe it to their grandchildren and mock the sound of its motor: *put, put, put, put, put*——. And there were the Jewish foot peddlers bringing the goods of civilization to the backwoods as their ancestors had brought on their backs the renaissance to dark England six centuries before, among them Jake Fine who would later become a large and successful merchant. But there was one foot peddler, his name long forgotten, who was remembered by the family for his lack of grace. He arrived late after bypassing the Cobb place where travelers were asked to pay for board and bed. Amanda and Wayne received all travelers except Gypsies and gumloggers, and furnished board and bed and whatever assistance they required without cost. This man told Amanda on his arrival that his biscuits must be made with butter as he did not eat biscuits made with hog lard. Amanda gave the message to her 13 year old daughter Lois who was making the biscuits. The girl told her mother that she had the biscuits about ready to make out and she would not make them over with butter as the peddler would not know the difference anyhow! That night at the table the peddler broke open his biscuit and smelled it and laid it down on the edge of his plate. Amanda asked, "Sir, is there something wrong with the biscuit?" (She knew how to be polite.) The guest replied, "They're made with hog lard and I don't eat biscuits made with hog lard!" Amanda told him, "Sir, you got here so late —after night— and the little girl had the biscuits read to make out, so she finished them up, but in the morning I'll see to it that you



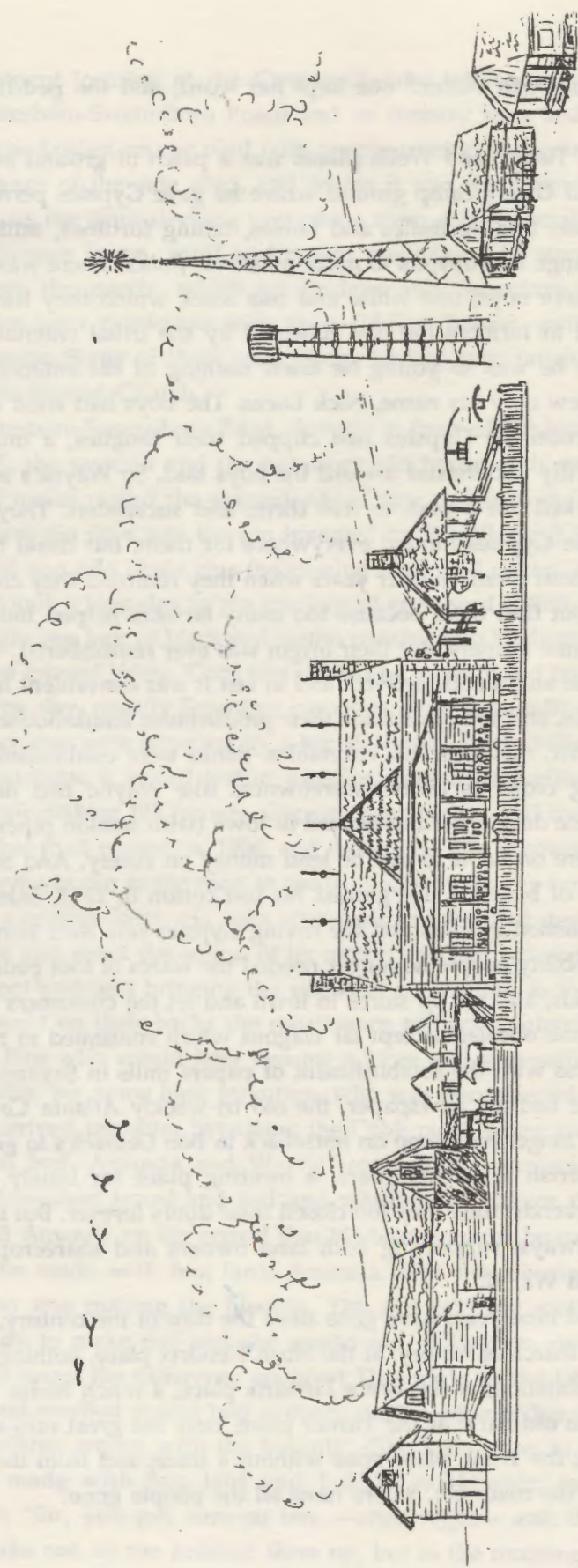
get biscuits made with butter." She kept her word, and the peddler "like to's eat 'em all up!"

Between the Turner and Webb places was a patch of ground belonging to Wayne and known as the old Gypsy camp ground where he gave Gypsies permission to camp as they made their rounds trading mules and horses, telling fortunes, selling handmade lace and turning their strange instruments to make music for frolics. There was one tribe named Pelote who had two slave boys, one white and one black which they literally worked to death, letting them out to farmers for pay collected by the tribal chieftain. They had taken the white boy when he was so young he knew nothing of his antecedents name, location or anything. He knew only his name, Nick Lucas. The boys had tried to escape several times, for which infraction the Gypsies had clipped their tongues, a mutilation so severe that people could hardly understand a word the boys said. So Wayne's son, Lee, and one of the Lanier boys worked out a plan to free them, and succeeded. They hid them in Madison Lanier's barn. The Gypsies hunted everywhere for them, but could never find them and so had to leave without them. In after years when they returned they continued to hunt for the boys but could not find them because too many farmers helped hide them. Both settled in the area and became farmers. But their origin was ever remembered.

The day of the automobile arrived, and at last it was convenient for people to go to town for their purchases, and to sell or trade their productions: smokehouse hams and bacon, eggs, sweet cream, butter, molasses and vegetables. Banks were established which arranged credit against incoming crops as farmer-storeowners like Wayne had done. Newer and more powerful gins were developed and located in town (with suction pipes to unload the wagons) where buyers were on hand to buy or lend money on surety. And so old farm ginnermen like Wayne went out of business. He ginned his last cotton in 1913. Sales barns for horses and mules were established in town and the roving Gypsies saw their horse-trading business dry up. With such mobility people no longer needed the wares of foot peddlers, so Jews ceased to trudge their rounds, and set up stores in town and let the customers come to them. Buggies and wagons became obsolete except tar wagons which continued to roll until distillers were put out of business with the establishment of paper mills in Savannah. Rural free delivery came, and Wayne had his newspaper, the old tri-weekly *Atlanta Constitution*, delivered to his house and no longer had to go on horseback to Bob DeLoach's to get it. But country stores continued to flourish for many years, a meeting place for lonely old men and country musicians on weekends; then they too closed their doors forever. But farming continued with the seasons as always, supporting both land owners and sharecroppers until the system ended with World War II.

Four score and nine years have gone since the turn of the century, but this road shows a microcosm of the march of history: at the Noah Hendrix place, nothing but scrub growth—no sign of human habitation; at the Bruce Hendrix place, a ranch house with small farming; at the Cobb place, an old barn; at the Turner place, only the great rain-washed hill and a relic of a cotton house; the Webb place gone without a trace; and from there to the Woodpecker Trail nothing but the road. Oh, where have all the people gone?





THE WAYNE TURNER PLACE

Sketched April 1989

By Laura Rita Turner Wall

# Harvey Van Buren

by Charles Bonds

Born in Sumter, South Carolina, on March 29, 1884, Harvey Van Buren was the son of James and Harriet (Grantum) Van Buren. His father's occupation was that of carpenter.

At an early age as a young child, Harvey was interested in school and apparently wanted to do his best as to prepare himself for a higher education. His father being a carpenter, young Van Buren knew well that his parents could not easily afford to send him to college. He realized that although his father possessed a trade, whatever meager resources he earned had to be used for the subsistence of a large family. However, Harvey was not discouraged and continued to pursue his dream with persistent determination. He took a course at Kendall Institute in Sumter, South Carolina, and apparently did well enough in the course to attain admission to college. He was able to matriculate in college with the financial aid of a sister who had just completed Scotia Seminary and began teaching. She had promised Harvey that she would help him with his fees for college out of her first month's salary as a teacher. She kept her promise and Harvey entered Biddle University in 1897.

Realizing that his father and mother could not afford to finance his college expenses and not desiring to put heavy burden on his sister, upon arrival at Biddle University, he approached the president of the University. He frankly stated his financial condition and determination to receive an education to the president, D. J. Sanders. He asked the president if he could secure a job for him to earn his way through college. Apparently, the University President was not only impressed with the young Van Buren's honesty but also with his determination. Van Buren was employed as a waiter in the dining hall; however, his excellent academic performance made his job in the cafeteria short lived. He soon was awarded an academic scholarship because of his being able to maintain an average of ninety percent in all his studies. This distinction of academic excellence he maintained until he graduated in 1902 with an A.B. degree.

Harvey's quest and thirst for knowledge did not commence when he earned his A.B. degree in 1902. His dreams of becoming a medical doctor had not ended at this stage. He soon entered Howard University in Washington, D.C.

Harvey apparently felt that the first phase of his journey toward a degree in medicine was the worst. He had maintained an "A" average at Biddle. However, at Howard, the scenario was different. He arrived at Howard with one suit and only about half of the required fees for the college term. With this realization, Van Buren had thoughts of delaying his course of study for a year until he could acquire more funds. But a friend, C. W. Maxwell, also of Sumter, South Carolina, and also a doctor, persuaded him not to delay his course of study.

Since Van Buren did not have a scholarship to assist with paying his college fees, he worked at various boarding houses for two years, earning two dollars a week and board.



During the summer vacation he would take jobs at hotels. Later he secured a job with the Government Printing Service.

Just when he thought everything would work out well for him to attend classes and have his financial predicament solved, lecture hours at the university were changed, and it became necessary for him to take classes during the day instead of night. Since classes were usually offered during the evening, this arrangement was perfect for his working during the day to earn money to finance his education.

This seemed to be another obstacle to Van Buren's pursuit of a medical degree. He could not attend day classes without the job at the Government Printing Office, and he could not work and attend classes simultaneously. His predicament was further complicated by his being new on the job and a new supervisor having just recently taken the position. Van Buren, too, was concerned with what other employees would think of his requesting a change of shift. However, he soon convinced himself that he must ask the new supervisor, Mr. Stillings, for a change to the night shift if he were to continue his education. To his amazement, when he presented his request on paper, it was accepted, and he was changed from the day shift to the night shift. With this change, Van Buren was able to continue his education but without its hardships.

Van Buren's unyielding determination is further reflected in his capacity to endure hardships. He continued his employment at the Government Printing Office beginning at midnight and working till 8 a.m., leaving work and going directly to class until 5:00 p.m. The only time he had to devote to studying and sleeping was between the hours of 5:30 p.m. to 11:30 p.m. This type of intensive activity of working and studying with very little time for rest resulted in his two hundred pound body being reduced to approximately one hundred forty-five pounds by the time he earned his medical degree in 1907.

Apparently Van Buren was not satisfied with the attainment of just a general medical degree, and matriculated in a post-graduate course at Boston College of Physicians and Surgeons. While in Boston, he was resident physician at North End Dispensary and Hospital for two years. The course taken at Boston College of Physicians and Surgeons was completed in 1910.

His professional practice of medicine began in Louisville, Georgia, in 1911 where he practiced for four years. In 1915 he moved his practice to Statesboro, Georgia, and established a large medical practice with an emphasis on surgery.

Dr. Van Buren's medical practice in Statesboro was very much needed, and he saw the need to expand this practice to include a hospital.

As noted in *A Century of Progress in Bulloch County*, Bulloch County's first hospital was a private one, built with funds raised by stock subscriptions. It was finished and opened in May of 1908, two years after a group of local physicians conceived the idea of a Statesboro hospital. Originally, the facility was known as the Sample Sanitarium, named in honor of Dr. R. L. Sample. however, upon its opening the name was changed to The Statesboro Sanitarium. It was located on Hill Street in the vicinity of the present jail.

The Statesboro Sanitarium remained the only hospital in Statesboro until 1918 when Dr. Van Buren opened his facility. Just three years after moving to Bulloch County to practice medicine, Dr. Van Buren opened the Van Buren Sanitarium on what is presently Elm Street.

An account of the opening was printed in the local newspaper, *The Bulloch Times*, The newspaper noted that it was opened in west Statesboro, and was considered to be an event of interest on that Sunday (December 22). The formal dedication of the facility was favored with the presence of the Reverend C. T. Walker of Augusta, one of the best known Black ministers in the country at that time. Reverend Walker was the major speaker for the event which attracted a large number of people.

The newspaper coverage of the event reported that, unlike the Statesboro sanitarium which was formed and built by several physicians, this sanitarium was the personal property of Dr. Harvey Van Buren. It was a bungalow style facility containing approximately twelve rooms, and ventilated and lighted in a modern manner. Apparently alluding to the need for more adequate medical facilities for the Black community, The *Statesboro Times* further wrote, "Dr. Van Buren...has been a leader among his people in many ways. The establishment of the sanitarium will fill a need which has long existed."

During a critical time during World War I, the "Great Flu Epidemic" struck Statesboro and Bulloch County. Dr. Van Buren was cited for the part he played in providing hospital facilities for the flu victims.

Dr. Van Buren practiced medicine and surgery in Statesboro until his death on July 8, 1964. He was buried in Sumter, South Carolina.

In honor of the professional and personal way in which he touched the lives of many people in Statesboro and the surrounding area, the city named a street in his honor, Van Buren Street. The only concrete remembrances of Dr. Van Buren's efforts is the structure that was once the sanitarium or hospital. It yet remains on Van Buren Street as a legacy of a man who so unselfishly gave of his time and service to improve the health of mankind.



# Geographic Changes in Rural Communities in Bulloch County

Daniel Good  
Georgia Southern College

A striking and haunting aspect on Bulloch County's cultural landscape, the rural community, poses an intriguing problem for the geographer and historian. Why did these rural towns and communities in Bulloch County overwhelmingly dominate the countryside until the 1940s and then decline? In Bulloch County not much attention has been paid to such themes as the origins of rural settlements, the location of agricultural activity, the diffusion of agricultural innovation, and the migration of people from rural areas to larger towns. Moreover, geographers and historians have tended to ignore the social aspect of the geography of both town and county.

Any study of the contemporary rural community must inevitably be concerned with social change. This issue and reasons for growth and decline of rural communities were recently examined by students in an urban geography class at Georgia Southern College. Register, by Derek Alderman, was once a booming railroad town based on naval stores, agriculture and lumber. Register later declined in response to changing economic conditions, mechanization of agriculture and depopulation of surrounding rural areas. Register eventually lost its economic base and stagnated. Matthew Shryock's paper is on Bay Gall, located in the northern part of Bulloch County. He analyzes why it never grew into a district town. Like Register, Bay Gall has experienced much change since the 1940s. Both papers show the dynamic nature of economic and social change so characteristic of the rural landscape in rural Bulloch County, Georgia, over the past century. All rural communities are now linked to a wider society and what happens elsewhere has significance for the most isolated community. One of the widespread changes is the increasing significance of bedroom or dormitory functions of rural communities like Bay Gall and Register. Both papers explore with the reader this fascinating and important bit of historic commonplace, sharper awareness of rural communities on the rural landscape and cause wonder about the factors affecting the growth and decline of these rural communities.

# The Bay Gall

by Matthew D. Shryock

The Bay Gall is a largely undefined area nestled in the northeast corner of Bulloch County, at the heart of the Lockhart voting district. In fact, residents of the area often use the names "Lockhart" and "Bay Gall" interchangeably. This, in itself, could provide an impetus for the author's study—to provide historical and geographic singularity to a place name threatened by the absorption of its surroundings. However, this could prove to be difficult, for the Bay Gall has been committed to over a century of obscurity. In fact, the author notes that the Bay Gall is not mentioned in any of the Bulloch County historical surveys and has never earned a spot on a Bulloch County map. The author questions why the Bay Gall, as the Lockhart's only recognizable community in the past, escaped the attention of both historians and mappers. This questions provide an even stronger motivation for the author's research—to study the dynamics that inhibited the Bay Gall from achieving a true town status. As a result of observation and numerous interviews with Bay Gall residents, the author came up with two important geographic dynamics that may explain the Bay Gall's lack of identity. The author also identifies four functional cohesions that strengthened the Bay Gall's distinction in the past and continue to provide identity in the present. Both these dynamics and cohesions will provide the focal points of this study and will later define the non-town concept.

## The Agrarian Dispersal Dynamic

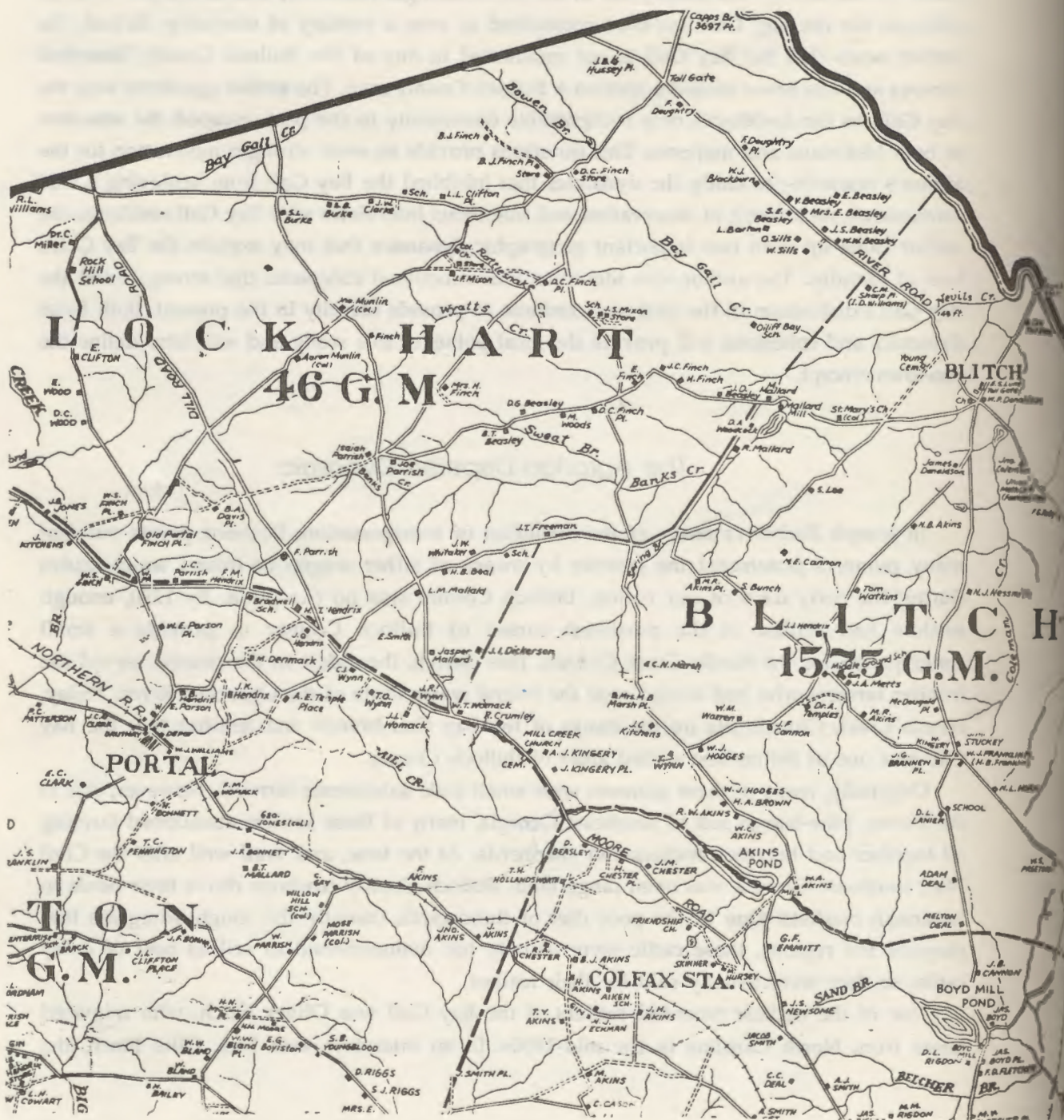
In Joseph Bochart's study of the evolution of transportation, Bochart points out that many pioneers penetrated the frontier by means of either wagon or inland water routes during the early days of our nation. Bulloch County was no exception. By 1790, enough settlers had settled in the northeast corner of Bulloch County to provide a small congregation for the Nevils Creek Church. This church, the oldest in the county, served the frontier farmers who had settled near the inland water route of the Ogeechee River. Today, Nevils Creek Church sits on the banks of the Bay Gall branch and testifies that the Bay Gall was one of the earliest settled areas of Bulloch County.

Originally, many of these pioneers were small scale subsistence farmers. However, due to the loamy, pine-barren soil of southeast Georgia, many of these settlers abandoned farming all together and became ranchers and shepherds. At the time, and until well after the Civil War, southeast Georgia was open range land. Bulloch County cowboys drove their herds to Savannah markets. Due to the poor diet of these cattle (usually the rough wiregrass that plagued the region), these cattle were usually too malnourished to sell as beef or dairy cattle, so they were usually sold for their leather.

One of the earliest recorded settlers of the Bay Gall was Oliver Finch, who migrated down from North Carolina in the mid-1800s. In an interview with Mrs. Ollie Finch, the



Figure 1 Bay Gall





Bulloch County and, according to the 1860 census, would be considered the wealthiest man in the county. But for the most part, the Bay Gall was still a small scale agricultural area.

After the Civil War, a number of changes came to the Bay Gall area. Initially, beginning in the late 1870s, a number of turpentiners began to exploit the pines of the area. As an excerpt from Dorothy Brannen's book *Life in Old Bulloch—The Story of a Wiregrass County in Georgia* reveals, turpentine interests inundated the northern part of Bulloch County well into the 1890s. The excerpt also told of the lumberers that followed soon after. In 1891, E. E. Foy constructed an access railroad to the virgin yellow pine forest of the Bay Gall area. The Foy railroad, Bulloch County's first railroad, carried the Bay Gall's lumber to Echo and then to sawmills in Egypt of Effingham County. As soon as the pine forests were exhausted, however, the Foy company pulled up their rails.

But the Foy railroad left plenty of cleared land for farming. And now, due to the importation of a new Peruvian fertilizer called *Guano*, even the pine barren soil of the Bay Gall was productive enough to support professional farmers. Due to the fact that farmers were now owning sizeable amounts of land, open ranging was no longer possible. So the Bay Gall soon became a flourishing area of yeoman farmers, owning no more than 200 acres and enjoying small scale prosperity. Added prosperity hit the area in 1900 when Bulloch County became a cotton king. Isaac Bunce, in his *250 Years of Agriculture: An Overview*, made note that, in 1904, Bulloch County was the number one producer of Sea Island cotton in the world.

The 1900 Bulloch County census showed that the population of the Lockhart consisted of 339 families, perhaps an all-time high. The majority of these residents were listed as *farm laborers* by the census, which meant that they were probably either tenant farmers or sharecroppers. At about this time, D. C. (Dave) Finch opened up the first store in the Bay Gall. Realizing that it took from 4:00 a.m. to 11:00 a.m. to make a one-way trip to Statesboro, Finch became wealthy by providing convenience items. He also acquired sizeable tracts of land through the crop lien system in which he allowed poor farmers to borrow against their property. When the poor farmers could not repay their debts to Finch, he assumed their lands. Soon, two other stores were established in the Bay Gall, both by members of the Mixon clan. From studying the locations of these stores, the author observed that the stores were located at points convenient to the farmers of the area. Just as the farms tended to be dispersed over a wide area, so were the stores. And for the same reason, the schools and churches were equally spread out as well. So, despite the Bay Gall's claim to three stores, three schools and at least three churches, the Bay Gall lacked the centralization necessary to support a central business district—a prerequisite for the development of any town. Thus the agrarian dispersal dynamic is illustrated.

But, by studying the agrarian dispersal dynamic as it applies to the Bay Gall, one can already recognize three of the four functional cohesions that served to give identity to the community. These three cohesions include the schools, churches and stores. However, safely before the 1940s, the schools were incorporated with Portal's and the original stores were out of business. Mrs. Ollie Finch ran the last store in the Bay Gall which closed around 1963.

Today, only two cohesions bind the Bay Gall together—its two churches (Sandy Hill Pentecostal and Oak Grove Baptist) and its role as the polling location for the Lockhart voting district.



## Close Service Proximity Dynamic

The close service proximity dynamic is perhaps more noticeable to anyone observing the geographic location of the Bay Gall in the past. By 1900, when the Bay Gall was in its *heyday*, it was already sandwiched between Portal and Rocky Ford. Both towns, of course, were larger than the Bay Gall and therefore offered more services. But these towns really did not serve as competitors for the Bay Gall—simply because the Bay Gall never felt the need to compete. Bay Gall residents did not seem to mind the walk of two or three miles to get their mail from Rocky Ford or the short trip to Portal for fertilizer for farming equipment. D. C. Finch, therefore, did not earn his wealth from offering bigger and better services than Portal or Rocky Ford. Instead, he made his money off selling foodstuffs and other convenience items.

Today, of course, Statesboro is the largest supplier of the Bay Gall's services. But one must never assume that the Bay Gall is a *bedroom* community. A good number of Bay Gall residents are still employed in the Bay Gall as farmers, converting the once useless soil into rows of soybean and black seed cotton. One such farmer is Mr. Prince Finch, who allowed the author to drive through his sprawling farmland.

## Conclusion

The author wishes to express that in studying a community of which no historical or geographic records have been kept, the interview is his one and only tool. The author gives his deepest thanks to the hours of information given to him by the generous residents of the Bay Gall, including: Dr. Frank Saunders, Mrs. Ollie Finch, Pastor Turpin of Oak Grove Baptist Church, the family of Mr. Prince Finch and the regulars of the Franklin's Saturday morning coffee bar who (through the author's father) introduced the author to a corner of the county of which he was totally ignorant.

The author regrets that, in the course of writing a research paper of geographic concern, much of the Bay Gall's interesting history was omitted from the study. However, the author does wish to make the point that the people of Bay Gall were probably ignored by the rest of Bulloch County in the past. But the author hopes he has clearly presented the two dynamic elements of the concept he now wishes to define. The non-town concept states simply enough, that some communities never develop into towns due to the dynamic forces that inhibit such development. In the case of the Bay Gall, the dynamics of agrarian dispersal and close service proximity were the inhibiting forces. In the future, the author wishes to discover even more *non-town* communities in Bulloch County and elsewhere. The author is cognizant, however, that a *non-town* cannot appear on a map or have a mailing address—

such would disqualify the community from non-town study. The author is also sure that, with additional non-towns, the number and variety of dynamic inhibitors will also increase. In short, the possibilities are endless.

As for the Bay Gall, the author is wary of prediction. Although at first sight, he was convinced that the community is moribund at best, the author now agrees with Mrs. Ollie Finch's observation that the town is not dead, only sleeping. And as long as the Bay Gall farmers plow their productive land, a steady pulse will still be felt throughout the land.

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# Register's Origin, Growth and Decline: Major Evolutionary Trends in Migration, Settlement and Technology

by Derek Alderman

## The Origin and Growth

### Introduction: Outline of Objectives

In a world so richly diverse in various cultural and physical landscapes, the historian must be the one who lowers that microscopic lens of research and focuses upon one specific facet of the past. The historian must prove to be the brave voyager—the one who most determinedly sails into a massive ocean of historical heterogeneity and then finally makes the fateful plunge into the depths of historical periods, causes/effects, significances, and various forms of evidence. The young novice historian may shout to his comrades aboard ship, "The first thing that floats to the top may not be the best, men. We may have to pull this jewel right out of obscurity!" From these dark muddled waters of the unknown, the historian drags that piece of the past (evidence) up on his shore of examination where the hardened coral and mud can be chiseled off, where the tarnish and yellow of age can be shined away, and then finally where the exterior can be reforged and reshaped to a smooth, glossy interpretive finish. Essentially, the historian brings to view what was before a mere relic of the past which has now been reconstructed and beat out into a bit of history.

Unfortunately, the preceding description of historical detection along with other historians' references to historians as being "like a traveler he describes an unknown county" seem to glare with connotations of history being in some faraway place.<sup>1</sup> Somehow, these mentions of *voyagers* and *travelers* give the reader the feeling that the past is far-removed spatially while sometimes only representing a temporal interval. For example, until the last ten years, Bulloch County has been the subject of some of the least researched and less frequently written about history—a region "right on the doorstep" geographically. Local history sits up under our noses: in the libraries down the street; in the courthouse filled with records of births, deaths and deeds of property; and most of all, in the spoken word of the inhabitants of that age under study. Small towns and communities, dying if not already extinct, are simply driven by in a sigh of apathy. In *Pioneers and Pathways*, Dan Good expresses this same concern when he writes:

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<sup>1</sup>Herbert Butterfield, *The Whig Interpretation of History* (New York: W. W. Norton and Company, 1965). 66.



Although parts of Bulloch County were one of the earliest settled sections of Georgia, there is in general a poorly developed literature on the historical geography of its communities.<sup>2</sup>

Therefore, it is the purpose of this historical inquiry to direct all energy in research and explanation toward one community that has characteristically suffered from a deprivation of historical attention. The town is Register, Georgia, located some nine miles south west of Statesboro just off state road 46 (Metter-Statesboro highway). (See Figure I) Register boasted, at one time, of having a bank, a hotel, a drugstore, a school and a population of about 400 people—all this happening in a matter of a few years.<sup>3</sup> How could a place that started as a naval stores operation grow so quickly? In other words, the objective of this study is: first, to approach the founding of Register in a different light in hope of reflecting history as more of an evolutionary process; second, to reveal the factors contributing to the origin and growth of Register; and third, to discover certain trends in migration, settlement and transportational accessibility that are characteristic of almost any town.

### Life in Bulloch County Before the Founding of Register

The few researchers who have approached the topic of Register and her founding and development all seem to begin their discussions in this typical manner: "The arrival of Franklin Pierce Register in Bulloch County in the year 1894 marked the birth of Register."<sup>4</sup>

Granted, Register the town had been named in tribute to Franklin Pierce Register, whose naval stores operation and merchandise establishment had initiated the founding.<sup>5</sup> No one is questioning the obvious; however, one may question the historical approach that writers on this subject have taken in the past. This idea of proclaiming Franklin Pierce Register as the historical origin of the town is by no means false, but all too seemingly uncomplex and clear cut. The renowned historian Herbert Butterfield is responsible for this theory when he writes: "History is not a study of origins but of mediations.... It is essentially the study of transition."<sup>6</sup>

The danger realized by Butterfield in a general sense is essentially the same risk recognized by this author in relation to the founding of Register as an over-simplification of history. As Butterfield points out, history is a product of mediation not a direct result of one specific cause or action of one individual but a conglomerative result of many differing influences, trends and motivations moving in an evolving, changing, always modifying movement. Going on these beliefs, if one sets Franklin Pierce Register as the one cause and link to the founding of Register with no logical reflect to where F. P. Register was before the town began or in what condition Bulloch County was in before the founding, then that person

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<sup>2</sup>Julius Ariail, et al., *Pioneers and Pathways* (Columbus: Brentwood Christian Press, 1984). 46.

<sup>3</sup>Elliot Brenner, "Register was Once a Booming Town," *Statesboro Herald* n.d.: n. pag.

<sup>4</sup>Leodel Coleman, *Statesboro...1866-1966...A Century of Progress* (Statesboro: Bulloch Herald Publishing Company, 1969.) 496.

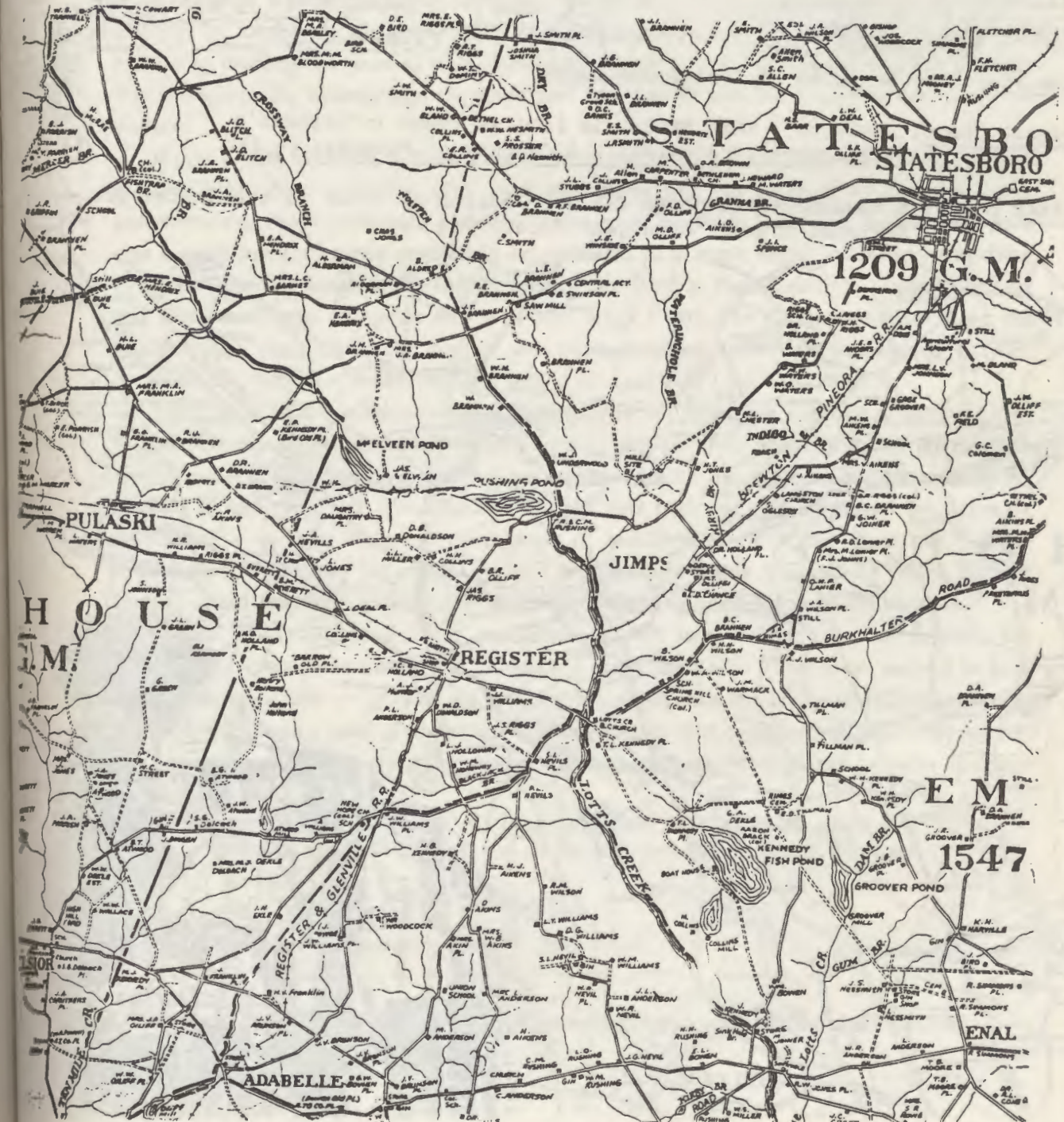
<sup>5</sup>Dorothy Brannen, *Life in Old Bulloch: The Story of a Wiregrass County* (Gainesville: Magnolia Press, 1986.) 205.

<sup>6</sup>Butterfield, *Op. Cit.* 58.



could be accused of having a non-historical approach. To treat the founding of Register as a removed, isolated historical event with no ties to the past before the event is to simply eliminate the possibility of explaining why something happened. As Butterfield would quickly advocate, when the historian studies something as specific as the founding of a small Southeastern Georgia town, generalizations more appropriate for a whole period of history should go by the wayside.

Figure 1 Register



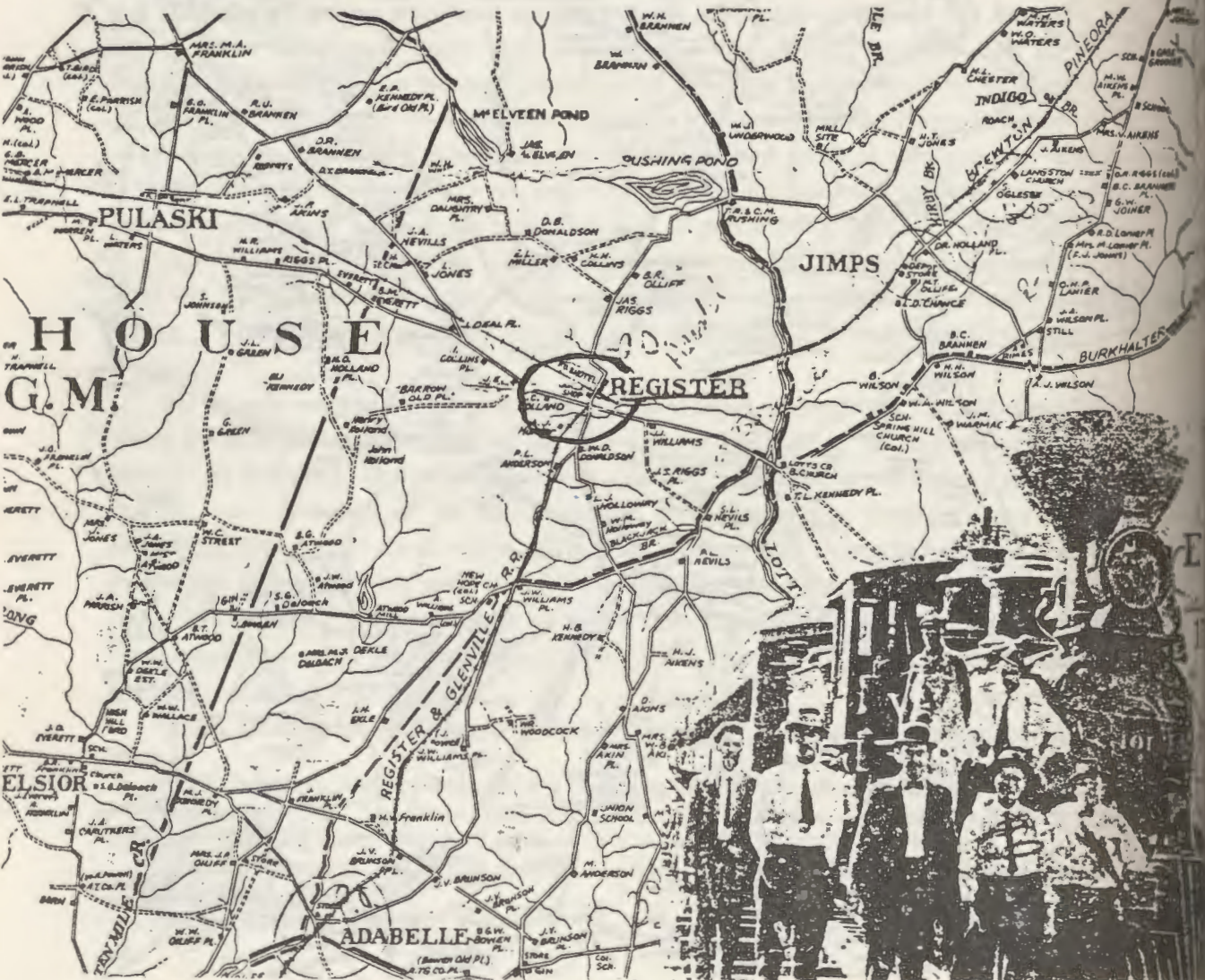




# Section Four: The Building of a Railroad Depot

Street photo: Register's Main Street in 1901 as found in Coleman's Statesboro...1866-1966...A Century of Progress (p.496)

Train photo: A Savannah-Savannah Railway Engine as found in the Statesboro Regional Library's subject files





No one doubts that Franklin P. Register founded the town named in his honor nor does anyone question his advancing, progressive spirit that aided the town's growth. Take for example this excerpt from the March 29, 1901 issue of the *Statesboro News*:

None have been more progressive than Mr. F. P. Register...an enterprising gentlemen who has built up a nice town and is one of our successful businessmen. At present, he is changing the appearance of the old Abe Riggs place and it begins to shine like it did in the days when Mr. Riggs was the leading man.<sup>7</sup>

Even while examining this article that praises F. P. Register, the historian sees signs of what might be a possible hint of the life of a settlement before Register's arrival in Bulloch County. To take away the opportunity of seeing Register in light of a larger evolutionary picture by limiting the town to such elementary origins is quite unenlightening. For Franklin Pierce Register the founder and the settlement he made represents so much more below the surface.

If one would visualize Bulloch County at the beginning of the 19th century, the mental picture might be a painting of a vast wilderness not yet touched by the damaging permanence of man's settlement patterns. In the year 1796 Bulloch County, for the most part, was a great forest of pines, essentially an extension of a much larger wilderness stretching from the Ogeechee south to the Gulf of Mexico and West to the Mississippi. Cutting through this vast pine-barren wiregrass area were two major rivers. The Canoochee River along the southwestern segment of the county was clustered with Indian settlements. In a more northeasterly direction, the white man settled on the Great Ogeechee River.<sup>8</sup>

What role did this wooded environment play in the migration patterns of settlers? Was Bulloch County attractive only to certain types of settlers? Was Franklin Pierce Register the type of settle whose economic orientations correlated with the environment's immediate resource? Before the Civil War, Bulloch County had been an area bypassed by intensive agriculturists seeking the more open lands of Middle Georgia in the Piedmont.<sup>9</sup> These bypassing settlers from the coastal regions sought more fertile land inland which Bulloch County could not offer without the hardship of clearing large tracts of timberland.<sup>10</sup> The population levels reflected these considerations. In fact, before the 1880 census, the population increased an average of 339 people every ten years. There even seemed to be a population stagnation or leveling off at 2, 587 people in both the 1820 and 1830 censuses. In addition, there was a drop of about fifty-eight people in 1870 compared to 1860.<sup>11</sup> However, one must also note that this time period was that of the Civil War. As Dorothy Brannen points out:

In all about 600 men of the white male population of about 750 entered the service...and out of the 600 probably not over 100 men lived.<sup>12</sup>

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<sup>7</sup>*Statesboro News* (Statesboro), 5 March 1901.

<sup>8</sup>Brannen, *Op. Cit.*, 1.

<sup>9</sup>*Ibid.*, 73.

<sup>10</sup>Sherry Konter. *Vanishing Georgia*. (Athens: University of Georgia Press, 1981). 37.

<sup>11</sup>Coleman, *Op. Cit.*, 425.

<sup>12</sup>Brannen, *Op. Cit.*, 43.



It wasn't until the 1880s and 1890s that the turpentine and lumbermen of North Carolina, after learning to make naval stores from the gum of pine trees, arrived in Bulloch County seeking the plentiful harvest of yellow pine.<sup>13</sup> In 1935, a Statesboro student by the name of Jewell Williamson wrote her own amusing account of the manufacture of naval stores. She describes a process in which rosin is poured through a succession of three strainers "that catches the drugs," however not until "the spirits test shows that spirits fail to appear on top of water in a jar."<sup>14</sup> As a result of this new influx of these economic intensive lumbermen, the 1890 census showed a population increase of 5,740 since 1880.<sup>15</sup> In 1894, among this same immigration of lumbermen into Bulloch County, Franklin Pierce Register arrived in the county to settle.<sup>16</sup>

Basically the historian is able to see a physical landscape proving to be a migration barrier in the early 19th century while in the latter part of that same century, the thick forest brought a mass migration of settlers. As a result, the pine barren and wiregrass environment attracted: an influx of population seeking to establish the naval stores and lumber industry on a major scale in Bulloch County; the funding and motivation for the arrival of the railroad; and the arrival of Franklin Pierce Register who established his own naval stores operation in what is now Register.<sup>17</sup>

Traveling back to the original settlement scenario of 1796, the historian is able to see some paralleling of themes. Since the town of Register seems to be partly a result of the physical landscape influencing, if not determining, the late settlement of the area, there are also signs that Register may be a carry over of certain human migration and settlement patterns dating back as far as the founding of Bulloch County. As aforementioned, the major population concentrations were limited to a river based settlement. Most of the early migratory population was comprised of cattlemen as revealed by the examination of estate owners' inventory records. For example, a yeoman's property appraisal in 1798 showed twenty-eight head of cattle, forty-eight head of hogs, and one mare and colt all valued at about \$220.<sup>18</sup> In 1800, a slaveholder's estate showed cattle valued at \$3500 and hogs valued at \$150.<sup>19</sup> The abundance of animals that required fresh water in a land with few wells promoted settlement along water routes.<sup>20</sup> In addition to Bulloch County's rivers, creeks, and branches fulfilling a subsistence level need for owner and livestock alike, these waterways provided transportation routes and pathways into the interior and community outlets. In 1902, *Statesboro News* stated:

All the old time settlers followed the water courses and always settled near the rivers and creeks...when they left the Ogeechee,

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<sup>13</sup>Ibid., 73.

<sup>14</sup>Jewell Williamson, "The Beginning of a Study of Statesboro," S. G. T. C., Statesboro, n. pag. 1935.

<sup>15</sup>Coleman, Op. Cit., 425.

<sup>16</sup>Brannen, Op. Cit., 77.

<sup>17</sup>Ibid., 202.

<sup>18</sup>Brooks and Leodel Coleman, *The Story of Bulloch County*. (Statesboro: Bulloch Historical Society, 1973). 30.

<sup>19</sup>Coleman, 1969. Op. Cit., 3.

<sup>20</sup>Brannen, Op. Cit., 11.



they came and settled on the Canoochee, Mill Creek, Black Creek, and Lotts Creek.<sup>21</sup>

It is interesting to note that the Lotts Creek just mentioned is the creek that Franklin Pierce Register had settled near. What does this mean in terms of settlement? Register came to the Lower Lotts Creek area following the same migratory pattern of settling near a water route as the settlers had done almost a century before him.

Because of the cheap pineywood lands which sometimes sold as cheap as twenty-five cents an acre, Indian treaties which extended the public domain of Georgia, and a new land lottery law of 1803 which practically gave land away, pastoral frontiersmen herded their cattle into Bulloch County's wild lands.<sup>22</sup> On these lands, these rangers built their one-room cabins, cleared a plot of land for subsistence-level agriculture and developed a primitive timber industry where logs acquired from the swamp and floated down the Ogeechee to the Savannah markets.<sup>23</sup> Thus this early aquatic freight system exemplifies another major use of accessible water routes and in turn another reason for establishing settlements. In *Vanishing Georgia*, Sherry Konter writes:

Before the coming of the railroads, rivers functioned as major trading and shipping routes and thus determined the evolution for the town that grew along them.<sup>24</sup>

Although floating timber down a southeast Georgia river in middle of a forest does not constitute the "major trading and shipping" routes, this primitive form of commodity transport seemed to be the only safe economic reality in an age when getting to and from markets was difficult. In *The Story of Bulloch County*, Coleman discusses the dangers of travelling alone during the early 19th century. He mentions that most freight was carried by wagon trains and passengers by stagecoaches. Finally, he discusses the dangers of travelling alone from the markets in Savannah, especially around the Shivers Swamp area, a place where many Bulloch Countians were murdered by robbers/bandits.<sup>25</sup>

Emerging from the independent yeoman's small agricultural activities was the growing of cotton in Bulloch County. As early as 1896, as proven by an entry made into the Ordinary's office, Francis Kennedy's estate showed one cotton gin valued at fifty dollars. In 1809, John Burkhalter's estate showed a bale of cotton valued at 12 1/2 cents per pound while in the same year, the estate of Samuel Ryall showed six bales of cotton valued at 14 3/4 cents per pound. By 1817, cotton was being grown in large marketable quantities.<sup>26</sup> "This together with hides, tallow, beeswax, fruits...he carried to Savannah and sold for enough to buy calico, cotton and wooden cards and nails."<sup>27</sup> Therefore, based on the economic interactions of Bulloch County's early settlers and the limited but travelled market routes within a sparsely populated interior, the historian realizes the role that Savannah played in the settlement pattern of Bulloch County. In geographic terms, Savannah represented a

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<sup>21</sup>*Ibid.*, 2.

<sup>22</sup>Coleman, 1969 *Op. Cit.*, 3.

<sup>23</sup>Coleman, 1973, *Op. Cit.*, 29.

<sup>24</sup>Konter *Op. Cit.*, 37.

<sup>25</sup>Coleman, 1973 *Op. Cit.*, 32.

<sup>26</sup>Coleman, 1979, *Op. Cit.*, 3.

<sup>27</sup>*Ibid.*, 4.



point of centrality or a location where the interconnectivity of a region came together.<sup>28</sup> In relation to Bulloch County, Savannah was the point of centrality, both geographically and economically. The Canoochee River meets the Ogeechee River and running parallel to the Ogeechee was the Old River Road which stretched from Savannah to Milledgeville and was a widely travelled market route for most Bulloch County farmers. On this physical landscape, economically motivated settlers diverted their energies toward Savannah's markets—from herding cattle to floating logs down the Ogeechee.

## The Founding of Register: Conflict Over Initial Settlement Location

There appears to be a bit of controversy over where exactly Franklin Pierce Register entered Bulloch County in 1894, and whether this location is the site of present-day Register, Georgia. In 1966, Statesboro's Leodel Coleman wrote: "The community which was to become Register was known as 'Bengal.'"<sup>29</sup> Even the noted Bulloch County researcher and school teacher, Dorothy Brannen, wrote: "F. P. Register came to Bulloch County in 1894 and settled...at the post office Bengal."<sup>30</sup>

With the emergence of this conflict comes the importance of examining postal records. One begins to understand the correlation between early settlements and the emergence of post offices. In "Naming of Post Offices in Bulloch County," Dan Good states:

Their (post offices) establishment and locations provide clues to the settlement history within the county. Moreover, post offices openings and closings respond to economical and technological developments and population changes within the county.<sup>31</sup>

In many cases such as the Bengal-Register situation, postal records are the only clues to discovering the true histories of these settlements. Basically, the post office locations reflected where certain population concentrations are settled in a county.

Referring to the discussion on Register being Bengal before F P. Register's arrival, the reader's first question would likely be, "Where was Bengal, Georgia?" According to geography student Ken Nimmons, Bengal, a now extinct community, was located about eight miles southwest of Statesboro. Supposedly Bengal's site is only about three to four miles from Register's present site. A former farming service sector and stop on the Reidsville-Statesboro postal route, the community was bypassed by the Dover-Dublin railroad.<sup>32</sup> From the Nimmons study, one would assume that Register and Bengal were two separate and distinct communities. To probe even further, postal records reveal a post office by the name

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<sup>28</sup>Stephen S. Birdsall and John W. Florin, *Regional Landscapes of the United States and Canada*. (New York: John Wiley and Sons, 1985). 1.

<sup>29</sup>Coleman, 1969, *Ibid.*, 496.

<sup>30</sup>Brannen, *Op. Cit.*, 77.

<sup>31</sup>Daniel Good, "Naming of Post Offices in Bulloch County, Georgia," American Name Society Meeting, Washington DC, 1.

<sup>32</sup>Ariail, *Op. Cit.*, 68.



of Bengal existed from 1855 into 1904 while Register post office opened in 1899.<sup>33</sup> Conclusively, if Register and Bengal were one entity then what would be the need for two post offices? Therefore, there exists a discrepancy between the past settlement theory of Brannen and Coleman and the postal records of the National Archives. Going on the assumption that post offices reflect settlement patterns, it may be surmised that Bengal was located near Register, but that there existed two separate communities as proven by the Bengal post office's discontinuance some five years after Register's opening.

While the evidence eliminates Bengal as a possible settlement location for Register, there are still doubts and a number of questions surface. Where did Register settle? Has anyone ever heard of Herschal, Georgia? Postal records reveal that F. P. Register became the second and last postmaster for the Herschal Post Office in 1896—only two years following his arrival in Bulloch County.<sup>34</sup> Unfortunately the Herschal Post Office was short-lived, lasting only five years. In 1899, the Herschal Post Office's name was changed to Register.<sup>35</sup> The reason for the name change is not certain; however, the action could have reflected F. P. Register's progressiveness showing through the building of the community. The next logical question is, "Where was Herschal, Georgia located?: A post office department document dated October, 1894 reveals that Herschal was located about six miles west of Jimps and six miles southeast of Parish, Georgia—exactly one mile from the usual mail route.<sup>36</sup>

In conclusion, postal records and maps prove that the old stand of "Register was once Bengal" is false and that Register was actually once Herschal. Although Herschal's location, according to 1896 postal route maps, is a little further north than present-day Register, the distance is obviously not major and post offices have the habit of moving as the shift in population density moves.<sup>37</sup> One must remember post office locations are relative to the location of the population they serve. An excellent example of such activity is the moving of Register's own post office to Highway 46 in 1969 from its original location on West Main Street.<sup>38</sup>

## Factors Leading to Origin and Growth of Register: Economic Dictated Accessibility

### Factor One—An Old Road

The best way to characterize Franklin Pierce Register is that he was a merchant and a manufacturer: a man pulled to Bulloch County for the purpose of tapping a virtually virgin

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<sup>33</sup>United States National Archives and Record Service, *U. S. Postal Service Records for the State of Georgia 1832-1971* Washington, DC: United States National Archives, n.d.), n. pag.

<sup>34</sup>*Ibid.*

<sup>35</sup>*Ibid.*

<sup>36</sup>*Ibid.*

<sup>37</sup>1896 U.S. Postal Route Map (n.p.:n.p. n.d.) n.pag.

<sup>38</sup>Coleman, 1969. *Op. Cit.*, 497.



timberland to establish his own naval stores operation and mercantile store.<sup>39</sup> Obviously, not identified as a frontiersman seeking the charged challenge of the lonely wild nor a religious refugee escaping persecution of the homeland for a Puritan-like natural sanctuary, Register was a businessman and his actions directly reflect that. At some point in his life, Register was known to run fourteen crops and manufacture 600 barrels of spirits and 3000 barrels of rosin per annum while employing sixty-five hands.<sup>40</sup> F. P. Register personified the turpentine/naval stores industry, a business based on the importance of effective trade. One must understand Register's own economic motivations and how distinctively market-oriented his endeavors were. What factor would lead Register to found the settlement? In an area not yet reached by the railroad, the primitive Bulloch County road served as the only means of accessibility to markets.<sup>41</sup>

The road that Register settled near was the Old Burkhalter Road, an old Indian trail widened by the Revolutionary War General Burkhalter of Effingham County to allow military wagons an easier route through the wilderness.<sup>42</sup> As shown before, F. P. Register's ambitions lay in the market place; therefore, Register would need to settle near a road that would prove to be accessible to these economic resources.

A North American geographer writes about accessibility:

Accessibility is a critical concept in human geography because it defines the ability to interact between locations and the relative ease and loss of movement. Accessibility can be created or improved through human effort... roads can be built...navigable waterways, on the other hand, are natural routes of access.<sup>43</sup>

How accessible was Burkhalter Road? First, unlike other roads in Bulloch County that barely could accommodate a two-horse cart, the Burkhalter Road had already been widened to handle wagons through the efforts of General Burkhalter during the Revolutionary War.<sup>44</sup> From the beginning, Register seemed to have an advantage in freight transport: having access to a commercially sufficient transportation route, established well over a hundred years ago. Secondly, the Burkhalter road ran from the Carolina south to the Gulf of Mexico.<sup>45</sup> The salient words in relation to Franklin Register's settlement are *Carolinas* and *southward*. One must keep in mind Register's state of origin, North Carolina.<sup>46</sup> Could the Burkhalter Road have been the road that Register travelled to reach Bulloch County? This very well could have been if one understands the migration of timbermen at this time. Some of the lumber-turpentine men became permanent settlers like Register, while others followed the timber from North Carolina and South Carolina into Georgia (Bulloch County) and later

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<sup>39</sup>*Memoirs of Georgia* (Atlanta: The Southern Historical Association, 1895). n. pag.

<sup>40</sup>*Ibid.*

<sup>41</sup>Coleman, 1969. *Op. Cit.*, 79.

<sup>42</sup>Brannen, *Op. Cit.*, 8.

<sup>43</sup>Birdsall, *Op. Cit.*, 79.

<sup>44</sup>Brannen, *Op. Cit.*, 9.

<sup>45</sup>*Ibid.*, 8.

<sup>46</sup>*Memoirs, Op. Cit.*



left for unexplored wilderness in Alabama and Florida.<sup>47</sup> Thus the Burkhalter Road could have been Register's route into Bulloch County as well as his future path to timber wealth further south if the situation in Bulloch failed. In relation to locations of his settlement, Register most likely did not stray too far from the road frequently trod.

However, sitting on the side of a dusty wagon trail would not exactly lead Franklin Register to the untold pine wealth characteristic of this region. Therefore, Register prodded more deeply into the wooded interior to establish his naval stores manufacturing operation which may explain why no modern Bulloch County community, specifically Register, has the Burkhalter Road running right through it.<sup>48</sup> For F. P. Register, the Burkhalter was not a physical foundation for settlement but a migratory route to his economic aspirations. But most importantly, the Burkhalter Road served as a transportation link between the exploited wilderness and the markets to which the commodities were directly. One must not forget that the Burkhalter Road ran just south of Statesboro and crossed the Canoochee River at Tillman's Bridge (present Kennedy Bridge).<sup>49</sup> And to the east, the Burkhalter Road crossed the Ogeechee at Allen Hagin's toll bridge to reach Savannah.<sup>50</sup>

How accessible was the Burkhalter Road in the past? Did it have a tradition of being heavily travelled? Before the coming of General Burkhalter and his road blazing activities, the Burkhalter Road had been an Indian trail stretching across Bulloch County. Indians and the men who traded with them used the trail bringing packhorses loaded with goods to the Indians' encampments.<sup>51</sup> Already the historian can link Burkhalter Road with some of the earliest and most rudimentary commodity transport and exchange systems. Before the 1830s and 1840s, the only form of land transportation for people and mail was by horseback and the use of the stagecoach. Freight was carried by trains of wagons.<sup>52</sup> Was a stagecoach route located on the Burkhalter Road? Segments of the road were used for stagecoach travel. For example, the stage crossed the Canoochee at Tillman's Bridge and had a relay station where the Old Register Road intersected the Burkhalter Road. Outland Bohler in Brannen's *Life in Old Bulloch* describes the stagecoach relay station:

The relay station had a big two-story log house, where passengers could spend the night, and a large stable for horses...long blast of horn to warn attendants....to have fresh horses ready...followed by short blasts indicating the number of passengers who wanted a meal prepared for them.<sup>53</sup>

In conclusion, the Burkhalter Road was a definite plus on Register's settlement pattern. Besides the accessibility factor, the road was old enough to be considered established and its length afforded free interstate as well as intrastate migration.

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<sup>47</sup>Brannen, *Op. Cit.*, 73.

<sup>48</sup>*Bulloch Times*, (Statesboro), 1946.

<sup>49</sup>Brannen, *Op. Cit.*, 7.

<sup>50</sup>*Ibid.*, 66.

<sup>51</sup>*Ibid.*, 7.

<sup>52</sup>Coleman, 1973, *Op. Cit.*, 32.

<sup>53</sup>Brannen, *Op. Cit.*, 9.



## Factor Two—Railroads

The railroad brought about tremendous growth for Bulloch County and for Register specifically. The railroads offered the ease and speed of transportation so badly needed in a county with roads primitive in construction and limited in number. Before the emergence of the railroad in Bulloch County, the roads could have been best described as a nature trail.<sup>54</sup> Many of these roads were once stock roads for the herding of cattle; thus the trees along the sides of the roads had to be blazed or marked with an axe to be recognized. Without any federal commission to regulate the condition of these main roads, court appointed landowners and their neighbors had to cut trees and fill holes with a spade to ensure that roads were passable for a two-wheeled horse cart.<sup>55</sup> Therefore, this poor condition of transportation left many areas in Bulloch County isolated and much farm land inaccessible. However, the railroad destroyed isolation in rural areas, for the path of rails cut through the physical barriers of the wilderness to bring commodities to market.<sup>56</sup> For Bulloch County, the railroad meant that products from all over the county could reach the markets in Statesboro and Savannah quickly and less costly. For Register, the railroad brought a rapid growth in population level and commercial development. In 1900, Register was a small town consisting of 196 people, a time before the boom effects of the railroad.<sup>57</sup> By 1923, the town had been transformed into a hustling and bustling depot-junction with a population of 500 and lines of thriving business along Railroad Street and Main Street.<sup>58</sup> With the increase in the flow of goods and people through Register brought by the railroad, the rapidly expanding town served as a transfer link for commerce, communication and travel into the outside world.<sup>59</sup>

Much like the mid-west farmer had felt when his crops were able to be railed across to eastern markets, the Bulloch County farmer must have known that economic prosperity was well on the way. Comparing the emergence of the railroad to thirty years before, presents a world of difference: the log house of old with a stick and dirt chimney, a giant fireplace and board shutters had given way to modern-framed churches, houses and schools; the farmlands that had been bought for fifty cents an acre in 1796 were worth ten to thirty dollars an acre by the early 1900s; and the 4000 children of school attending ages in 1898 had risen to 7400 children by 1903.<sup>60</sup> Therefore it is no mystery why some might have sung:

Yes, the Iron Horse is coming, and that's good news! It will cure hard times and drive away the blues. Ring your bells of welcome! Let the cheering resound! Our wealth will come forth, for our wealth is in

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<sup>54</sup>Coleman, 1973, *Op. Cit.*, 32.

<sup>55</sup>Branner, *Op. Cit.*, 9.

<sup>56</sup>Charles W. Bohi and H. Roger Grant. *The Country Railroad Station in America* (Boulder: Pruett Publishing co., 1978). 1.

<sup>57</sup>Brannen, *Op. Cit.*, 205.

<sup>58</sup>*Ibid.*, 255.

<sup>59</sup>John F. Stover, *The Life and Decline of the American Railroad*. (New York: Oxford University Press, 1970). 98

<sup>60</sup>*Statesboro News* (Statesboro), 13 October 1902.



the ground. And joy will kindle in the good farmer's eye when he can buy so cheap and sell his stuff so high!<sup>61</sup>

In *Life in Old Bulloch*, Dorothy Brannen points out that many railroads of this area were started by lumber companies searching for an accessible route for hauling logs from the forest to the saw mills and then to market. At first, those railroads just hauled logs but after began to haul guano (fertilizer) and produce and "thus developed into lines serving the general public."<sup>62</sup>

For example., the Cuyler & Woodburn, originally built by lumbermen became the Savannah & Statesboro Railway. Completed in May of 1899 the railroad provided an excellent trade route to Savannah markets.<sup>63</sup> In January of 1898, the *Savannah Morning News* contended:

Another argument in favor of the Savannah & Statesboro Railway is the great reduction in the passenger and freight charges...the Savannah & Statesboro line, when completed, will shorten the route to be travelled by more than twenty miles, and place the territory alluded to in the lap of Forest City.<sup>64</sup>

From this railroad, Statesboro now had accessibility to coastal Savannah and her international markets.

As the Savannah & Statesboro railway came from a westerly direction, the Bruton & Pineora was coming from the southwest.<sup>65</sup> Much like the Savannah & Statesboro Railway, the builder of the Bruton (Brewton) & Pineora was George Brinson who started as a lumberman in the 1880s.<sup>66</sup> On June 27, 1894, the Bruton & Pineora Railway Company was incorporated and construction began in 1898.<sup>67</sup> Although the Bruton & Pineora was proposed to run from Bruton in Emanuel County to Pineora in Effingham County across Bulloch County, in March of 1899 the railroad stopped building at Register until the Central of Georgia bought out the Bruton & Pineora on June 1, 1901.<sup>68</sup> The reason for the long delay in reaching Statesboro can be traced back to any of the usual problems in expanding rails: rights of way and lack of funds. The significance of the Bruton & Pineora to Register was that Register became one of the stops en route to Statesboro and had become a direct, cheap, fast accessible route to Statesboro, thus making Register somewhat of a commodity and passenger link to the once isolated agricultural interior. As a result of this with the great influx of agricultural products into Register, the small community developed as a farming service sector and by 1923, contained cotton warehouses, cotton gins, cotton oil and cotton seed markets, grist mills and saw mills.<sup>69</sup> The emergence of the railroads fulfills the prophecy:

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<sup>61</sup>Oliver W. Burt, *The Story of American Railroads and How They Helped Build a Nation* (New York: John Day Co., 1969). n. pag.

<sup>62</sup>Brannen, *Op. Cit.*, 202.

<sup>63</sup>*Ibid.*

<sup>64</sup>*Ibid.*, 203.

<sup>65</sup>Coleman, 1969, *Op. Cit.*, 80.

<sup>66</sup>Brannen, *Op. Cit.*, 203.

<sup>67</sup>Coleman, 1969, *Op. Cit.*, 80.

<sup>68</sup>W. Forest Beckum, Jr. and Albert M. Cangley, Jr. *Central of Georgia Railway Album* (South Carolina: Union Station Publishing, 1986). 6.

<sup>69</sup>Brannen, *Op. Cit.*, 452.



Bulloch County was built on cotton, turpentine and railroads.<sup>70</sup> In addition to Register's easy access to Statesboro, the town also had access to Savannah through the Savannah & Statesboro Railway. On June 14, 1901, the *Bulloch Herald* announced:

Last Sunday, the first through train from Bruton to Savannah came by Statesboro at 9 a.m. The town folks turned out in droves to see the first train go by. They were anxious to see how it looked, and to see who were taking in the trip to Savannah and Tybee.<sup>71</sup>

The railroad became an exciting novelty form of travel for old and young alike. Register's accessibility to Savannah broadened markets and allowed the free movement of people.<sup>72</sup>

Another railroad that was initiated by a lumber company was the rail running from Glennville to Register, built by the Perkins Lumber Company in December of 1901.<sup>73</sup> On December 20, 1901, the *Bulloch Herald* printed this about the Register & Glennville:

The road will be a great convenience to the country...will tend to develop farm lands of these sections.<sup>74</sup>

In conclusion, Register boomed in population, town business and accessibility to Glennville, Savannah and Statesboro. The Iron Horse brought growth and prosperity to Bulloch County and to Register specifically. With the joining of two railroads at Register, this depot became a point of transfer for people, raw materials and manufactured products.

### Factor Three—The Community

One of the most interesting aspects of any town is its human geography: the people or community that comprises the functional or socially interactive side of the town as an economic, political, brick and mortar structure. When one thinks of the word *town*, thoughts of large courthouses, the public library, the electric company and churches come to mind. When one thinks in terms of *community*, thoughts of newborn babies, old men standing around gas stations waiting for a spare to be fixed, Christmas carols being sung at the front door, and a crowd at a cross-town rival football game arise. The citizens of a town are essential to the progress of the principality for the community builds and then continues to operate the structure of a town. With a population so small within a relatively complex settlement, everyone in the townscape has a role or interconnecting, interrelating niche determining the welfare and preservation of the town. From this standpoint, the townspeople develop their own culture based on their everyday relationships and habits in front of the same crowd of people. They create their own modes of thinking, sets of standards, norms and even diet or speech patterns. As each citizen accepts or realizes the responsibility of preserving the status quo in a world of an emerging megalopolis that grows stronger everywhere, there begins to develop a bond of camaraderie or *community spirit*. This whole

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<sup>70</sup>John Lindsey, Kemp Mabry and Frank Saunders, *People, Places and Things* (Statesboro: Southern University Press, 1983). 57.

<sup>71</sup>*Bulloch Herald* (Statesboro), June 1901

<sup>72</sup>Bohi and Grant, *Op. Cit.*, 1.

<sup>73</sup>Coleman, 1973. *Op. Cit.*, 81.

<sup>74</sup>*Bulloch Herald* (Statesboro), December, 1901.



elaborate description of the inner workings of a town are meant to set a scene: a picture of the small town mentality, a way of thinking essential to settlement survival.

In the case of Register, the origin and growth of this town could easily be traced to a turpentine man's settlement near an old road stretching through the wilderness, to the later role as a farming service sector located near a major creek, or even to the emergence of a railroad depot town. However, the community seems to render the final verdict; whether any of this will progress is a community decision. In *Vanishing Georgia*, Sherry Konter writes this about towns:

Some prospered, some declined, some never disappeared. But small towns, the slow pace, the attitudes, and deeply held values they fostered have more than left their mark on Georgia character.... And so often they were home to generation after generation of families who settled there.<sup>75</sup>

Register truly reflects a great deal of what Konter writes about. So many times, as people of a growing, industrialized, metropolitan world lose sight of what the community was in a small town of the early 20th century in terms of relationships among people. For most small towns, there was not a massive police force to enforce the town laws; supposedly the need to conform within the social structure proved an effective crime deterrent in a world of community censure and social ostracism. For example, long time resident and teacher of Register, Mrs. Sallie Riggs, speaks of the early 20th century in Register

We never needed police. If there was ever any funny business he'd (F.P. Register) just go to the folks involved and tell them to straighten up or leave.... You don't have to worry about strangers here...neighbors are neighbors.<sup>76</sup>

From Mrs. Riggs' statement one could assume that a community such as Register must have taken a great deal of pride in the existence of their settlement. Mrs. Riggs later stated, "It's not like the city where you don't know the guy next door. For us, it's home."<sup>77</sup> That word, *home*, plays a large part of that civic pride. This "for us it's home" attitude ensures the growth and prosperity of a town because no one is going to burn down their own house. From this perspective, one can see how a large measure of Register's growth was the result of the community's easy adaptability toward a rapidly progressing technological environment in the form of the railroad along with the townspeople's independent decision to conform so as to provide the stability that everyone desires. For Franklin Pierce Register could have not built the town on turpentine and naval stores alone: it was the striving for community independence through the individual conforming.

Essentially, a member of the social structure saw his/her efforts as not helping *the town* grow but aiding *our town* to prosper. Much of what Mrs. Riggs hinted at by using *town* and *home* interchangeably and the work, time and money invested is not for now or today but for what Konter says is "the generation after generation of families who settled there."

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<sup>75</sup>Konter, *Op. Cit.*, 37.

<sup>76</sup>Brenner, *Op. Cit.*

<sup>77</sup>*Ibid.*



The best example to illustrate growth in Register as a result of a communal effort was the building of a Register schoolhouse in 1904 and then the continued support of the school through very typical early 20th century rural fund raising methods. At the outset of 1903, there existed no schoolhouse directly in the town of Register but only two small area schools each about a mile from town. The people of Register came together and proposed a plan of incorporating both outlying schools into one "which they could be proud." In less than a year, the new school was completed costing about \$500 of solely patron money. Even when one of the proposed out of town schools pulled out, the citizens of Register reassured the teacher, Mr. McCranken, of his salary and said they wanted to "have one of the best schools in the county." On January 1, 1904, the school opened with fifty-three pupils. The next year the enrollment was eighty and in 1917, the enrollment reached ninety-six pupils<sup>78</sup> In the *Educational Survey of Bulloch County, Georgia*, M. L. Duggan describes the schoolhouse at Register as holding eight grades six months out of the year in a building valued at \$1200 which was described as "well kept" and "well lighted." The maintenance of the school consisted of \$420 from county funds and \$190 from local funds or sources from the community.<sup>79</sup> How did this community afford such support for educational endeavors? From this point, a unique early 20th century rural tradition emerged: the community cake walk and box suppers. These special events accomplished two things: first, they gave the community a reason to gather together in fellowship; second, they were the main fund raising projects for a designated cause such as public education. Whether it was bidding on cakes or boxes of goodies, these gatherings exemplified the community's part in building its town.<sup>80</sup>

From this civic pride comes a settlement migration pattern in which many citizens never leave the area in which they were brought up. A tradition emerges in which sons and daughters stay as close as possible and to move seems to be a horror, thus reflecting once again the idea of *town* and *home* being interchangeable. In his poem "The Ten Mile Creek", Bernard Dekle reveals great insights into this homespun community loyalty. He writes:

Wherever you go  
But give me a home  
On the Ten Mile Creek for me  
That's where I'll always want to be...  
So I'll stay right here  
On the Ten Mile Creek.<sup>81</sup>

One would imagine that Dekle's feelings about his home would be quite representative of most other people near Register raised during this time. Bernard Dekle wrote this poem while attending Register High School and thus probably reflects a strong child rearing influence, an influence that keeps his heart at home.

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<sup>78</sup>Coleman, 1969, *Op. Cit.*, 498.

<sup>79</sup>M. L. Duggan, *Educational Survey of Bulloch County, Georgia* (n.p: Department of Education, 1915). 58

<sup>80</sup>Coleman, 1969, *Op. Cit.*, 499.

<sup>81</sup>Bernard Dekle, "The Ten Mile Creek" (n.p.: n.p. n.d.)n.pag.



Earlier in the discussion reference was made to Konter's ideas concerning small town values which contribute to the cultural landscape of Georgia. In another poem written by a young man attending Register High School, J. W. Donaldson describes a journey he took from home and "went away to roam." While gone his "road was long and weary" and when he made some money, he simply "threw it all away." The poem ends with the teaching of a moral: "You lads of today, if you ever have any money, you had better not throw it away."<sup>82</sup> What is gathered by reading this poem? Donaldson's poem exemplifies many strong traits characteristic of his upbringing which leads back to his community. The poem shows a young man escaping hard work ethic of life, to frivolously wander until he loses all and then to return to the security of home in a lifelong outlook of conservatism. In addition, the theme of staying at home is evident for the poem implies that for one to "roam" then one will meet hard luck and inevitably come home where he can survive.

Home was where it was for the people of Register; a home to build, nurture and stay with until death. In essence the community played a major role in the origin and growth of Register, Georgia.

In summary, three factors leading to Register's origin and development were: the selection of the town site near a well established and economically accommodating road; the emergence of Register's role as a depot/junction for railroads connecting previously isolated agricultural lands; and the active part the town's people played in building an early 20th century ideal of community spirit and civic pride which transformed the wooden, brick and mortar structure of the town into a home.

Beyond what has been discussed in the preceding pages. Register, Georgia reflects so much more than the obvious. In historical terms, Register is local history: the tracing of our own past which is so rich in research content but all too easily ignored. In geographic terms, Register is the product of the laws of accessibility ranging from its initial settlement near a convenient road and water supply to the breaking of those rural walls of isolation with the coming of the railroad. In cultural terms, Register personifies the small town way of life: conservatism and immobility.

## The Decline

### Introduction: Dramatis Personae

Cooling in the shade under his long, white porch, an old man wearing a dusty felt hat sits in his rocking chair. As his seat comes back and forth with the same slow, graceful motion each time, his eyes, half closed by the cover of his wrinkled eyelids, wander off toward the right in the direction of Main Street. Remembering his day of youth when his town of Register was simply bubbling over with small town excitement, the elderly gentleman begins to live again those sunny, carefree Saturdays. If one could only grasp his

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<sup>82</sup>J. W. Donaldson. "An Old Man's Story" (n.p: n.p. n.d.) n. pag.



thought, what wonderful dreamscape would come to life as he sits in his old wooden standard.

Men enjoyed meeting at the barber shop, while the women shopped in any of a half dozen or so grocery, five and dime, and department stores on Saturday mornings. Their children had a choice of heading over to the drug store where they might plunk down a nickel for a yard of licorice, or meeting friends for a basketball game at the community recreation center. Later that night, the entire family might see a movie at the town's theater.<sup>83</sup>

As it becomes later in the day, the old man begins to feel restless and comes out from under the shelter of his porch to walk along his freshly cut lawn. Then, yelling to his gray-haired wife of his plans for a brisk walk, he says, "Maybe to the center of town...so I can sit at the barber shop and talk with the other menfolk." With a deep look of concern and terror shined away by a subtle grin of amusement, his wife nods, continues her activity inside and remembers all of the times this had happened before. As the feeble gentleman approaches his destination, the visions of Register old leave with the realization of his mistake. For the town that radiated with such community spirit in his mind is in reality, fifty years later, virtually dead. And all that is left to see are mere ruins.

You are confronted with a ghost town. On the left, facing the road lies an entire row of stores, roofs caving in, backs falling out and rusty tin rain-shield covering a western-style sidewalk... Three and four foot weeds hug the sides of the brick and wooden structures. Broken glass and candy wrappers cover the yards where children once played... Inside the empty gymnasium footsteps echo strangely through the cavernous building and the scoreboard reads: Register-0, Visitors-0.<sup>84</sup>

Now the old man thinks to himself about the horrifying transformation that has taken place. What was once a prospering farm service center, railroad stop and community hub is now a bedroom town. The wandering old man nods and says, "Yes, a bedroom town...a place where people only sleep and my flourishing Register of the past is only a dream of my own deluded sleep."

### Purpose: Register, Georgia—The Litmus Paper of Bulloch County's Evolution of Technology

Upon entering the remnants of what was once the booming central business district of Register, Eliot Brenner of the *Statesboro Herald* had this to write: "It appears for all the world as if a bomb had devastated the entire block."<sup>85</sup> If only Register had been demolished by a bomb! On, how easy it would be in tracing the coming of the end with the

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<sup>83</sup>Nancy Badertscher, "Register: Will Incorporated Town Thrive Again", *Statesboro Herald* 31 January 1982: n.pag.

<sup>84</sup>Brenner, *Op. Cit.*

<sup>85</sup>*Ibid.*



convenience of an explosion's destructive force. Imagine the relief that so many residents of Register would feel knowing the sole, non-negotiable reason for the decline of their community. For if Brenner's assertions were factual instead of literary, then on January 3 1, 1982, Nancy Badertscher would have never had the basis to write: "No one in Register seems to be able to pinpoint when things started going down hill."<sup>86</sup>

Instead, the regression that has taken place in Register does not stem from such manageable circumstances as the existence of one or even two conceivable inducements, but from a multitude of events. From the lips of citizens who have lived through the town's economic, social and obvious structural collapse, there flows an array explanations: the mechanization of agriculture; the decline of cotton as a cash crop; the World Wars; the automobile or perhaps a simple degeneration of man. From these possibilities combined with a host of other feasible causes, some sort of order must be implemented. Logically, the first approach is chronologically based. However, the historian hungers not for this state of complacency which is so quickly advocated by a naive assurance in the order of events alone. Striving to explicate or explain rather than simply to illustrate or portray the historical change, the historian follows the sound guidance of Herbert Butterfield. For Butterfield outlines the task best when he suggests that the thinking man be "open for an intensive study of motions and interactions that underlie historical change."<sup>87</sup> Therefore, within the development of the pages which follow a predominantly thematic methodology, one will gain an enlightened vision of why Register stands as it does today in its present condition. And while not ignoring the importance of chronologically linking events together for the sake of constructing a more cohesive and historically representative model of causation; in this instance, the order of events will merely answer the requirements of the premise in hope of illustrating certain "motions and interactions" at work.

What major movement or theme underscores the torrent of a change which has streamed across Register's landscape? From the discovery of a new technique for extracting naval stores from pine gum which brought the migration of Franklin Pierce Register, to the expansion of the Central of Georgia which opened up previously remote south Bulloch County countrysides to agricultural prosperity and a cotton market nearby, and finally to the introduction of the automobile spurring the paving of Highway 301 and state route 46 hand in hand with the evolution of man not content to being confined within the boundaries of a small town any longer; the progression of man's technological advances, specifically in transportation and land development, has been a functioning and ever-flowing motif behind Register's settlement, growth and decline. Essentially, just as the town's burgeoning of affluence can be contributed to the extension of man's mechanical and mental skills in the use of isolation-breaking railroad lines and land-clearing sawmills; in turn, the failure and decline of Register can also be attributed to certain achievements of man, particularly in the emergence of the automobile which literally bypassed the community's booming businesses and mechanization of agriculture which forced a whole agriculturally based labor force to migrate to a large urban settlement.

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<sup>86</sup>Badertscher, Op. Cit.

<sup>87</sup>Butterfield, Op. Cit., 46.



However, the dramatic changes that have taken place in Register can not be so easily summed up in a few mere mention of the automobile, the railroad or the tractor. For Register is truly "the litmus paper of Bulloch County's technological evolution," an indicator of a whole evolutionary trend's impact upon a community's physical landscape, economic conditions or status, and its citizens or social environment. Therefore, with using the same principal *modus operandi* outlined earlier in the discussion, the author will trace the transformations that have taken place at the hand of an evolving technology, upon Register's multi-faceted landscape while sticking to a strictly thematic approach.

### Theme One: The Transformation of the Physical Landscape

In *Regional Landscapes of the United States and Canada*, Stephen S. Birdsall and John W. Florin write:

Technologically advanced countries are prime creators of their own environment.... the greater the level of technology, the greater the ability that man has in dealing with the land.<sup>88</sup>

From its birth in 1896 to its heyday in the early 1900s and finally to its decline after World War II, Register has been the product of the guiding hand of man's evolving technological advances in shaping, exploiting and controlling the physical landscapes around him.

However, long before the coming of Franklin Pierce Register and the founding of the town named after him, the resourceful Bulloch County pioneer was practicing primitive methods of land development. Breaking through the topographic obstacles that Bulloch County's virgin forests and dense swamps presented at the outset of settlement, the early settler literally axed out his plots of farmland and wagon trails on which he traveled. Early on, realizing the need for some alternate route for transporting commodities other than a wagon, the frontiersman, playing the role of logger, went as far as building locks, sluices and canals to aid in transporting logs down Lotts Creek to the Canoochee and finally down the Ogeechee. In an interview dated September 29, 1959, Glen Bland describes the early timber industry and states that he:

...can remember seeing the "old Locks" at the Riggs Old Mill that the government compelled Abe Riggs to put in his dam across Lotts Creek.<sup>89</sup>

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<sup>88</sup>Birdsall and Florin, *Op. Cit.*, 2.

<sup>89</sup>Bland interview, 29 September 1959.



In addition the early cattlemen of Bulloch County were known to have burned the woods every winter or spring to alleviate an excess of dead leaves that might keep the sheep, cattle and goats from finding the new, tender growth of wiregrass.<sup>90</sup>

Therefore, even in the early 1800s, the Bulloch County settler was dramatically altering his pineywood environment to meet his own pre-conceived idea of progress, the agricultural settlement. Using the tools of his day, the axe, man sought not to just co-exist as illustrated by his previous livelihoods as hunter, fisherman and trapper, but to literally harvest profit from what had begun as his undying hardship.<sup>91</sup> And at the same time the frontiersman was experimenting with his natural water routes, essentially trying to find a mutually more efficient and cheaper transportation link between potential buyers/sellers and his own settlement. Thus, even at this rudimentary and quite limited stage of land and transportation development, the need for accessibility becomes a prime motivation behind the metamorphosis of the natural (landscape) through the artificial or mechanical (technology). As a result through this necessity to reach others readily, a major historical theme prevails to the eyes of the observer: transportation's role as a land shaper.<sup>92</sup>

For the settler to gain a firmer foothold in his quest for the agrarian ideal, the woodlands of Bulloch County had to be cleared and an entirely more efficient mode of travel had to be initiated. Audie Holmes describes the situation best in *The History of Transportation in Bulloch County*:

...before larger farms could be developed, the pine woods would have to go. But there were no sawmills, no labor force...even if it (lumber) could be cut it could not be shipped in sufficient quantity for profit.<sup>93</sup>

Fortunately, in the late 1800s, due to a technological gain in the area of naval stores extraction coupled with the economically appetizing possibility of tapping into a virtually unused long leaf pine forest, there was a converging of North Carolina lumbermen to Bulloch County. With the rapid buzz of sawmills the smell of condensing turpentine spirits, and the sweeping abundance of naval stores operations all over southern Georgia including one of which was run by F. P. Register in the general location of present Register, the physical landscape went through one of its severest transformations.

What was the result? Dr. W. A. Hagins, a native Bulloch Countian, states it best: "Sawmills would move into a virgin forest and slay timber, leaving the land desolate."<sup>94</sup> In fact by 1900, there were 1,254 sawmills in Georgia producing about 14 million dollars worth of lumber products per year.<sup>95</sup> And ironically enough, the Dr. Hagins just quoted was the

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<sup>90</sup>E. T. Mullis, "The American Environment: Changes Since 1500 AD Bulloch County" (Statesboro Regional Library Subject Files, 1973). 4.

<sup>91</sup>Audie Holmes, "A History of Transportation in Bulloch County and Statesboro, Georgia" (Statesboro Regional Library Subject Files, 1989). 2.

<sup>92</sup>Truman ASA Hartshorn, *Interpreting the City: An Urban Geography* (New York: John Wiley and Sons, 1980). 408.

<sup>93</sup>Holmes, *Op. Cit.*, 2.

<sup>94</sup>Mullis, *Op. Cit.*, 7.

<sup>95</sup>"Sawmilling at Agrirama". "Progressive Farmer" (Statesboro Regional Library Subject Files, 1979). 62.



grandson of the man who brought one of the first portable steam sawmills into this area.<sup>96</sup> In terms of agriculture, by 1903, Bulloch County produced almost 1/8 of the world's supply of cotton from a landscape that was virtually an immense stretch of backwood not more than a quarter of a century before.<sup>97</sup> However, while the clearing of mass tracts of land might be the most conspicuous momentum to such increased agricultural production, in reality, the fertility of the issue might lay in E. T. Mullis' suggestion. In "The American Environment: Changes Since 1500 AD Bulloch County, Georgia", Mullis writes:

The importance and wide use of German potash, which began about 1870, the mining of phosphate rock about the same time gave this area's agriculture a much needed boost. The manufacture and use of basic slag also played a part...and those "German salts" (potash) helped crown cotton king.<sup>98</sup>

At any rate, this example of the use of fertilizers in Bulloch County at this time is but another excellent model of man refashioning even Mother Earth, the soil, to dovetail his physical landscape with expectations for agricultural production (economics).

One of the most important pieces of baggage that accompanied the lumbermen of North Carolina on their migration to Bulloch County was the railroad. From its introduction around 1890, the mighty Iron Horse rescued a region drowning in its own remoteness and isolation.<sup>99</sup> By 1920, 70 miles of railroad track meandered through Bulloch County and peripheral areas.<sup>100</sup> However, most importantly, along these lines of track sprung booming depot/junctions such as Register. Initially, the train stops were break of bulk points or loading stations for agricultural products from the surrounding countryside headed for the markets. In "Only Vestiges Remain of Bulloch Railroad Era," Karen Paul quotes Kemp Mabry of the Bulloch County Historical Society as stating this about the railroad:

There were many stations throughout the county where farm products were loaded. These were mostly sidings—a short section of track connected by switches with a main track. Such siding stations were once located at Donegal, Colfax, Portal, and Register.<sup>101</sup>

During this same period, with cotton's prominence as a major cash crop becoming more and more profitable as a result of this new efficient freight system to Savannah and beyond, Statesboro, Register and the whole of Bulloch County flourished. The June 19, 1903 issue of the *Statesboro News* forecasts it best:

Bulloch County is the biggest Sea Island cotton county in the world and Statesboro is the biggest market in the world.... Statesboro does not buy all the county's crop. Part of it is marketed at Metter,

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<sup>96</sup>Bland interview, *Op. Cit.*

<sup>97</sup>Isaac Bunce, "250 Years of Agriculture: An Overview," *The Land and the People* (Brentwood Christian Press, 1986). 10.

<sup>98</sup>Mullis, *Op. Cit.*, 9.

<sup>99</sup>Delma Presley and Daniel Good, "Remember that Place in Bulloch County?" *People, Places and Things* (Southern University Press, 1983. 51.

<sup>100</sup>Holmes, *Op. Cit.*, 7.

<sup>101</sup>*Beacon* (Statesboro) 13 March 1980



Brooklet, Blitch, Portal, Pulaski, Parrish, Register, and other points.<sup>102</sup>

By 1923, the town of Register had established a cotton warehouse, ginnery, potato curing plant as well as a great cotton and cotton seed market with many resident buyers.<sup>103</sup> Through one of man's most important technological innovations in land travel second only to the automobile, the agricultural and industrial interests of the county boomed along with the population. And thus, yet another historical and geographic prophecy is fulfilled, "civilization never has and cannot develop in isolation, for it always follows in the paths of communication and transportation."<sup>104</sup>

In *What is History?*, Edward Hallet Carr discusses the widening expanse of man's use of reason (technology) throughout history. In this 1961 publication, the author asserts that for invention, every innovation, every new technique discovered by man through the course of time, there has been negative as well as positive impact.<sup>105</sup> While keeping in mind the context of Carr's statement and remembering that *positive* and *negative* are quite relative to the position of the observer or the historian in this case, one could easily find the decline of Register within the context of this passage. Through the introduction of the automobile in Bulloch County in 1905, which initiated the paving of Statesboro streets as early as 1919 and the later paving of rural highways in the 1930s, in addition the mass use of mechanized agriculture after World War II, the end for Register was clearly spelled out.<sup>106</sup> For as man's technological advances better molded his environment for extreme mobility and more yields per farmer, Register's physical picture of winding railroad tracks cutting through the fields of small farmers was quickly becoming obsolete.

In *Autokind vs. Mankind*, Kenneth R. Schneider describes the beginnings of the auto in such a vivid way:

It was near Detroit in 1875 that a steam road engine meant to power threshing machines and sawmills stopped to let a team and wagon pass. A young farm boy excitedly jumped down and examined the vehicle. Were it not for that trifling incident we might today identify Ford with watches (his first love) rather than cars. Still, the time was not quite ripe. Another ten years passed before Daimler and Benz in Germany successfully put internal combustion on wheels.<sup>107</sup>

In October of 1905, the first automobile came into Bulloch County. It represented the pinnacle of men's early 20th century ingenuitive spirit and ironically enough, pulled by a mule. The October 4, 1905 issue of the *Statesboro News* describes the fateful journey that this automobile and its operator L. F. Davis made:

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<sup>102</sup>*Statesboro News* (Statesboro) 19 June 1903.

<sup>103</sup>Brannen, *Op. Cit.*, 452.

<sup>104</sup>Wilson Gee, *The Social Economics of Agriculture*, (The MacMillan Company, 1932). 304.

<sup>105</sup>Edward Hallet Carr, *What is History?* (Vintage Press, 1961. 194.

<sup>106</sup>Holmes, *Op. Cit.*, 5.

<sup>107</sup>Kenneth R. Schneider, *Autokind vs. Mankind* (New York: W. W. Norton and Company, 1971). 26.



When the machine began to cut capers as all automobiles do, the thing was coaxed along, however, until Arcola 16 miles from here, was reached after which there was no more automobiling until a mule was attached to it, who quietly drew it to town.<sup>108</sup>

From these ominous beginnings to the present age of the modern interstate highways, the automobile has shifted from its status as a play toy of the rich to being an invention that some contend to have had more influence on society than the combined exploits of Napoleon, Genghis Khan and Julius Caesar.<sup>109</sup> And while these flowery statements are intended to impress and simply awe the thinking man, there is a certain degree of truth to such a statement. While the social change will be discussed a little later, the impact felt from the automobile on the physical landscape of Bulloch County is quite dramatic, a change so dramatic that the setting of the county is altered and this in turn contributed to the decline of Register.

Slowly, but surely, the Bulloch Countian was turning to the motor car as an alternate mode of transportation. Why? As proven by Dr. J. E. Donehoo's automobile trip from Savannah to Statesboro in January of 1907, the car could travel at close to railroad time. On the day of Donehoo's trip with his "splendid new automobile," they left fifteen minutes ahead of the Central of Georgia passenger train and reached home just as the train passed through Statesboro.<sup>110</sup> Now with the introduction of a machine that could travel approximately at the same rate as a train, but without the annoying necessity of railroad tracking, the Bulloch Countian could visit places never before accessible. However, not all citizens of Bulloch County were as quick to come to such a progressive mode of thinking. Very soon after its initial entry into Statesboro, the automobile was at odds with horse and mule drawn wagons for respected sides of road and rights of way.<sup>111</sup> Comically enough, stubborn farms and easily scared horses were not the only obstacles in the path of the motor cars progress. An editorial in the June 15, 1910 issue of the *Bulloch Times* expresses the risk of driving a "horseless carriage" in the early 1900s.

A farmer's hogs may be lying asleep on the highway and may be aroused too late to escape if the machine is approaching rapidly; sometimes they run directly in front of the automobile and are killed or injured. Let it be granted that such accidents are unavoidable.<sup>112</sup>

And thus is the literal clash between Bulloch County's rural landscape and the ongoing, seemingly interloping progress of man's technology. However, the horse and later the train would inevitably lose out in this "race of progress."

By 1914, there were 400 automobiles in Bulloch County.<sup>113</sup> However, in terms of the rapid growth of motor transportation, this period before World War I was of minor

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<sup>108</sup>*Statesboro News*, (Statesboro) 4 October 1905.

<sup>109</sup>William F. Ogburn, "Machines and Tomorrow's World" (New York: Public Affairs Pamphlet No. 25, 1938). 3.

<sup>110</sup>Coleman, 1969, *Op. Cit.*, 180.

<sup>111</sup>*Ibid.*, 181.

<sup>112</sup>*Bulloch Times* (Statesboro) 15 June 1910

<sup>113</sup>*Bulloch Times* (Statesboro) 29 October 1914



importance.<sup>114</sup> Because the automobiles' initial impact or novelty had worn off and a surge in production had not followed as expected, the bottom of the automobile industry fell out in 1910. And by 1913 there appeared the first indication that Bulloch County's automobile market was becoming "dull." On February 5 of that same year a large Buick sold before a courthouse crowd for a mere 301 dollars, a virtual steal as compared to a typical price tag of 1000 dollars found on a car in the peak times of 1906 and 1907.<sup>115</sup>

It wasn't until the start of World War I on April 6, 1917 and the agricultural depression during the 1930s which followed that the true value of motor transportation in economic terms was fully recognized. Before, the automobile had been a symbol of leisure, an exciting new toy for man to race and show off to onlookers standing on the side of Statesboro's streets. However, from the formal declaration of war until the signing of the armistice on November 11, 1918, the entire United States functioned within a restricted war-time economy with the freight service of the railroad the most adversely affected.<sup>116</sup> During the war, the railroads were virtually useless to the people of Bulloch County and thus the areas were without a reliable freight system. Due to the railroad's taking on the taxing responsibility of transporting the United States war shipments and the shortage of parts, metal and a maintenance force; smaller rail lines went into decline. In addition, a government order issued by the United States Fuel Administration severely limited the number of trains allowed to travel the tracks. In "The History of Transportation in Bulloch County", Audie Holmes writes about the time of "economic crunch" being experienced during the first World War.

The loggers could not ship their lumber, the farmer could not ship his produce, and the merchants could not ship their cotton and manufactured goods. Without goods to ship and clients to pay for them the railroads began to deteriorate.<sup>117</sup>

In essence, Bulloch County was in the same predicament as before the coming of the railroad: isolated and inaccessible to much needed markets. As a result of the quickly decaying condition of the railroads and this ever increasing necessity to get crops and goods to markets in a highly export-based economy as Bulloch County's; man began to turn to the only other available and efficient means of travel, motor transportation.

As an example the increased popularity and acceptance of the automobile following World War I, the *Bulloch Times* printed this article on March 8, 1920:

Today mules and horses are a rarity on the streets and everybody knows what to do when a car stops on the highway. Just step to the telephone and call a *go-rage* man. He comes in a jiffy, pulls your car into a shop and sizes up your pile.<sup>118</sup>

And as a result of the rapidly increasing interest in the automobile, the economic landscape of Statesboro's central business district was altered. For example, the Outland

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<sup>114</sup>William J. Hudson and James A. Constantine. *Motor Transportation: Principles and Practices* (New York: The Ronald Press Co., 1988). 4.

<sup>115</sup>Coleman, 1969 *Op. Cit.*, 185.

<sup>116</sup>Holmes, *Op. Cit.*, 11.

<sup>117</sup>*Ibid.*, 12.

<sup>118</sup>*Bulloch Times* (Statesboro ) 8 March 1920.



Stables on North Main Street was converted into the Jones Bros. garage on February 12, 1920.<sup>119</sup> And in May of that same year, the Rowan Motor and Supply Company was established.<sup>120</sup> In addition, by 1923, Register had its own share of big garages and repair shops.<sup>121</sup> However, the automobile had not always been so well liked around the area of Register. On January 17, 1918, the *Bulloch Times* printed:

Down in the vicinity of Register someone has been stealing cotton in large quantities from the cotton houses and hauling it away in automobiles. Be it said to the credit of the car, it leaves no sign to indicate the direction in which it travels and besides, all automobile tracks are alike. No arrests have been made.<sup>122</sup>

Although World War I had weakened the railroads considerably, the depression of 1920 and the 1930s essentially spelled doom for the *Iron Horse*. "his event would indirectly cause some major changes in the nation's transportation system"<sup>123</sup> In the *Central of Georgia Railway Album*, the situation is best described:

Before the Great Depression, the Central of Georgia had begun to lose cotton business moving through the part of Savannah.... Then with the effects of the crash evident in every corner of the land, the Central, along with most other railroads in the country, fell on hard times. Soon, too few trains were hauling too low cars on too many miles of track.... On December 20, 1932, the Central of Georgia went into receivership.<sup>124</sup>

And by February 14, 1933, the Savannah and Statesboro Railroad was sold for junk and thus ending Statesboro's freight route to Savannah markets. As a result, Bulloch Countians suffered greatly as their King cotton, corn and especially watermelon crops rotted in their crates.<sup>125</sup> The real blow was to the Seal Island cotton market. The commodity was in big demand in the northern United States and Europe, however, Bulloch County was seriously hampered for a means of mass transportation.<sup>126</sup> Why did the railroad fail? The railroad blamed the freight trucks and passenger buses. In fact, in a letter to the *Bulloch Times* from H. D. Pollard, the president and general manager of the Central of Georgia, on August 9, 1932, Pollard wrote:

Those interested in the welfare of the public schools should demand that the railroads be accorded fair treatment and that an end be put to special privileges in favor of the motor truck and bus operating for profit on the highways.... Without railway money, the schools would have to close, and tables and chairs would have to double.<sup>127</sup>

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<sup>119</sup>*Bulloch Times* (Statesboro) 12 February, 1920

<sup>120</sup>*Bulloch Times* (Statesboro) May 1920

<sup>121</sup>Brannen, *Op. Cit.*, 452.

<sup>122</sup>*Bulloch Times* (Statesboro) 17 January 1918

<sup>123</sup>Holmes, *Op. Cit.*, 12.

<sup>124</sup>Beckum and Cangle, *Op. Cit.*, 6.

<sup>125</sup>Holmes, *Op. Cit.*, 12.

<sup>126</sup>Coleman, 1969, *Op. Cit.*, 363.

<sup>127</sup>*Bulloch Times* (Statesboro) 9 August 1937



This article is an excellent example of how desperate the railroads were at this time. Imagine the railroad actually blackmailing Bulloch Countians into some type of protective legislation for the railroads in fear of losing their public schools. Beginning now, the automobile, freight truck and bus were making rapid progress. By 1937, there were 78, 206 trucks in Georgia alone and representing a significant increase from a 1927 total of 38,005 trucks.<sup>128</sup>

"Every farmer's gate swings open to a road, and good roads lead to towns."<sup>129</sup> And with the emergence and rapidly growing popularity of the automobile in Bulloch County, this statement becomes more shockingly true. Essentially, it was not the automobile alone that brought a decline to Register, but the paving of roads which resulted from man's new technological feat. Even as early as 1909, there had existed a movement for good roads in Bulloch County. Led by pro-automobilists, the plan for better roads was supposedly to aid oxcarts and wagons but in reality a group of a few people saw the automobile inevitably taking over transportation.<sup>130</sup>

Due to the spending of federal funds under the direction of the WPA during the depression years, Bulloch County had many of its highways paved and improved. For example, on December 21, 1935, Bulloch County received 130,000 dollars of federal funds to be used for highway improvement.<sup>131</sup> It was during this same period of the 1930s that Highway 301 and state route 46 would be paved and able to accommodate the quickly growing number of automobiles and trucks on the road.<sup>132</sup> What was the effect of these new paved roads on Register? According to long-time resident of Register, Alvin Donaldson:

Everyone started going to Statesboro to buy goods. Even the store owners in Register would travel to Statesboro and then try to come back to sell these products to people in Register.

Why?

It was just so much quicker. It used to take Daddy and me an hour to two hours to go to Statesboro by mule and wagon. With the motor car, it can be done in fifteen minutes or less. State route 46 and Highway 301 really just barely missed Register. Even the post office moved out on 46 in the 60s because that was the direction everyone was coming from, even the farmers.

What happened to the town physically?

Before we had two drug stores, dry goods store, hardware, feed store, and several grocery stores. One of our drug stores was the first to go and then the dry goods store. When buses got popular, a bus line stopped in Register twice a day.<sup>133</sup>

From the Donaldson interview, one can see that Highway 301 and state route 46 simply bypassed Register and its businesses. With the growing individual mobility that the

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<sup>128</sup>*Georgia Motor Trucking Association Incorporated, The business Nobody Knows, Georgia's trucking industry* n.d. p 1.

<sup>129</sup>Gee, *Op. Cit.*, 581.

<sup>130</sup>Coleman, 1969, *Op. Cit.*, 180.

<sup>131</sup>*Bulloch Times* (Statesboro) 21 December 1935.

<sup>132</sup>Elizabeth Sorrier interview, February 25, 1989.

<sup>133</sup>Alvin Donaldson interview, Fall, 1988.



automobile offered, man, the farmer, was just as content to travel to a bigger town, Statesboro, for supplies.

"With certain modifications the motor car would become a tractor for the farmer, or a reaper, or combine."<sup>134</sup> The impact of the mechanization of agriculture upon Register was yet another major factor contributing to the decline of this small south Bulloch town. With these new technological innovations of man, more land could be cultivated in less time and the tenant farms of the early 19th century were no longer needed. Due to these circumstances, a huge rural de-population took place following World War II. As census records reflect, comparing the years 1940 and 1950, Bulloch County's rural population dropped by 2,345 people while Statesboro's population increased by 1,069 people.<sup>135</sup> As can be easily seen, there was a population migration trend toward the city for employment since the coming of the tractor had basically replaced all farm labor needed before World War II. Therefore, Register began losing their "working" population base. And over all of Bulloch County, the situation was the same: by 1970, the rural population constituted 54% of the total population. Thus is a dramatic decrease as compared to the 1930 figure of 85% rural.<sup>136</sup> With the influx of industry into Statesboro during 1940s and 1950s which offered opportunities for jobs, the function of Register shifted to a doldrum state as a bedroom town. In fact, by February of 1963, 22 Bulloch County industries employed 1, 581 people at 5,027, 456 dollars in payroll a year.<sup>137</sup> In an interview with Alvin Donaldson, he revealed a change that the physical landscape went through about the time of "all those tractors."

Before all those tractors came, people used to plow in fields spotted with "fat lighter" stumps and this made plowing a lot of work. When the tractors came, they still couldn't use them because stumps were in the way.... I learned to blow *dynamite* at Veteran's Training and I went around blowing stumps up for people with those new tractors.... No charge, they just supply the *dynamite* and I was glad to do it. I remember I got almost 18 stumps from one acre of land.... My daddy was one of the first men to use a tractor, then it just spread.<sup>138</sup>

To what extent did the tractor spread? By 1950, there were 1,652 farm tractors in operation in Bulloch County.<sup>139</sup> What were the results? Crumbling, abandoned tenant houses dotted the countryside, while slums and low-rent areas popped up in the city.<sup>140</sup> As a result of this steady influx of farmer agricultural laborers, the Georgia State Employment

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<sup>134</sup>Holmes, Op. Cit., 14.

<sup>135</sup>Coleman, 1969, Op. Cit., 425.

<sup>136</sup>"Economic Base and Population Study, Bulloch County, Georgia" (Altamaha-Georgia Southern Area Planning and Development Commission, 1973). 72.

<sup>137</sup>*Bulloch Times* (Statesboro) 21 February 1963.

<sup>138</sup>Donaldson, Op. Cit.

<sup>139</sup>"Industrial Survey of Statesboro and Bulloch County" (Statesboro Chamber of Commerce in cooperation with Georgia Power) n.d. n.pag.

<sup>140</sup>Mullis, Op. Cit., 10.



Service reported 1,862 applicants by the year 1953.<sup>141</sup> "Welfare rolls jumped while farm labor dwindled."<sup>142</sup>

As far as the physical landscape was concerned, the widespread use of the tractor allowed the work of several tenant farmers to be done by one farmer and thus a consolidation of land resulted. For example, in 1940, there were 2,842 farms in Bulloch County with an average farm consisting of 118 acres. By 1969, there were only 1,276 farms and the average had risen to 235 acres per farm.<sup>143</sup> At the same time, there was also an increased clearing of land due to there being "more power on the farm" technologically.<sup>144</sup> As a result, a more diversified agricultural system emerged, in which the grand cotton of old took back seat to tobacco, peanuts, soybeans, corn and even cattle raising.<sup>145</sup>

## Theme Two—The Transformation of the Economy

On October 4, 1904, the *Statesboro News* printed:

In 1804, just one hundred years ago...only a few people dwelt in the county then and they were hardy hunters who lived along the river and gathered their living from the forest and stream. The old pimply hills from which we now gather more than half a million dollars worth of Sea Island cotton yearly were regarded as worthless. They had no plows to break the hard clay soil.... They had no railroads, no mills, no telegraph or telephone...and the log cabin was their mansion.<sup>146</sup>

In this particular passage, the newspaper reporter attempts to construct a lively comparison between the primitive, quite isolated early Bulloch County settler versus the well established, prospering man of "progress" of 1904, while in the same breath, particularly bragging of the major achievements of his/her age as demonstrated by a resounding "what wonderful changes a century has wrought."<sup>147</sup>

If it would be plausible to remove the ultra-progressive implications of the article, then the comparison of the periods 1804 and 1904 could serve as a useful tool in understanding the role of a quickly advancing level of technology in shaping Register's economic system essentially from the ground up, or in the case, from the basic and insignificant but diversified production power of a surviving pioneer to the quite specialized, intensive agricultural settlements responsible "for half a million dollars a year in Sea Island cotton alone." Finally, this approach will then show through this same comparison how the advance in technology brought about a one crop propagation characteristic in the early 1900s which eventually carried within itself the seed of Register's decline.

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<sup>141</sup>"Industrial Survey of Statesboro and Bulloch County" n.d., n. pag.

<sup>142</sup>Mullis, *Op. Cit.*, 10.

<sup>143</sup>Economic Base and Population Study, *Op. Cit.*, 72.

<sup>144</sup>Mullis, *Op. Cit.*, 10.

<sup>145</sup>Industrial Survey of Statesboro and Bulloch County, *Op. Cit.*

<sup>146</sup>*Statesboro News* (Statesboro) 4 October 1904.

<sup>147</sup>*Ibid.*



However, before venturing any further into the discussion, it would be wise to grasp a firmer definition of "technology." In other words, how does technology serve man in the economic sense as well as in a basic continuance of life? As stated in the *Random House Collegiate Dictionary*, technology "is the sum of ways in which a social group provides themselves with the material objects of their civilization."<sup>148</sup> The difficulty of applying a wide, generic definition such as this to a settlement of any period in any landscape is the context of the terms *material objects* and *civilization*. Essentially, it is a matter of the shaping of economic priorities and goals and a result of the abundance of (1904) or the lack of (1804) a reasonable advanced level of technology. For just as the common axe would be limitation enough for clearing only enough land for a subsistence-level garden in 1804, the railroads of 1904 would extend if not probably initiate an increase in the range and amount of cotton sold while in turn establishing a one-cash crop dependence that inevitably spelled death and economic depression for a Bulloch County cotton market the size of Regsiter. And through this increase in the range of his goods which produces an upsurge in prosperity, man has shifted his dependence or reliance away from his natural surroundings which forced an extreme vocational diversification characteristic of the barely surviving frontiersman to the overseas and distant markets, world and economic conditions, and the efficiency of his own technology that dictates where and for how much (profit or loss) his product will flow once leaving Bulloch County.

Diversity and self-sufficiency best describe the Bulloch County settler of the early 1800s. Almost every essential for life was provided completely free from outside resources. In the area of food, as the newspaper reporter point out, these people were "hardy hunters who lived along the river and gather their living from the forest and streams." Although the man of 1804 had "no plows to break the hard clay soil," he owned sturdy implements to break enough ground to initiate a subsistence-level agricultural venture where there was a cultivation of corn, wheat, rice, sugar cane, fruits, and short and long leaf cotton (low quantities).<sup>149</sup> As far as trade was concerned, the early Bulloch County settler raised cattle, sheep, and goats and conducted an early timber industry.<sup>150</sup> Why such an independent economy? In order to answer that question one must examine the very limited accessibility that a remote backwoods physical landscape proved to be with quite limited technology (axe, wagon). As revealed by George White, by 1849, there were 3305 people living in the 1200 square miles of Bulloch County, a little under three people per square mile on the average. In addition it was commonly known that many settlers who follow the Ogeechee into the back country did not always settle in groups but individually.<sup>151</sup> So there stands a settler in a county in its severest degree of remoteness with little contact with the outside world or even his own neighbor for that matter. Therefore, it would be logical to say that due to the physical landscape as determined by this level of technology. The early settler was hindered from anything but an independent, diverse economy. Who else will take care

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<sup>148</sup>*Random House Collegiate Dictionary* (new York: Random House 1982). 1349.

<sup>149</sup>George White *Statistics of the State of Georgia* (Georgia: W. Thorne Williams, 1849) 116-117.

<sup>150</sup>Mullis, *Op. Cit.*, 4.

<sup>151</sup>White, *Op. Cit.*, 116-117.



of him but himself? However, on occasion, settlers did join together in carrying goods to market in Savannah. In *The Story of Bulloch County*, Coleman states:

They set out in covered wagons meeting at a convenient place and then going all together. They traveled until nighttime and then made camp. They would set out guards... Campfires were kept burning all night for protection against night animals.<sup>152</sup>

By the year 1904, the number of sawmills had dropped from 1,254 to 349 state-wide. It was obvious that the Carolina timbermen were quickly exhausting the more virgin pine forest reserves, and moving to other untapped regions such as Mississippi and Alabama.<sup>153</sup> However, from the path of the sawmill came cleared land suitable for agriculture, specifically cotton growing. Through the introduction of the railroad as an efficient, quick route to market, the agricultural aspect of Bulloch County's economy increased rapidly even though the lumber industry lulled. As economic prosperity increased and the fear of actually surviving quickly left to be replaced with an even stranger phobia—a fear of being poor—the average Bulloch Countian turned from multi-dimensional frontiersman to specialized producer of cotton. In fact, by the early 1900s, Register and the Bulloch County area were clearly propagating a one cash crop economy and quite successfully until harder times hit.<sup>154</sup>

Due to the radically improved accessibility found in the railroad and the sawmills' responsibility in clearing even more land for agricultural endeavor, this increased level of technology put the Register and Bulloch County farmer in the position to specialize for profit rather than diversify for the sake of survival. By 1914, Bulloch county has produced 45,000 bales of cotton year. However, by 1920, yields per acre were one-half those of 1920 and the last of the Sea Island cotton was grown in 1942.<sup>155</sup> Why this dramatic change for the worse? Due to the farmer essentially putting all of his "eggs in one basket" economically, a large measure of dependence for economic welfare was placed on the burden of the cotton seed. However, the farmer had not expected the coming of the boll weevil from Mexico about 1918.<sup>156</sup> The November 22, 1921 issue of the *Bulloch Times* stated:

...fearful havoc had been done by the boll weevil and that the number of bales ginned in Bulloch County was 2700 less than had been ginned in 1920...the weevil is referred to as the billion dollar bug.<sup>157</sup>

In August of 1921, there was a forty per cent cut in cotton yield. Some began to speculate, holding their cotton for a higher price. However, this method was highly risky as given evidence by the eight to ten thousand bales of cotton unsold in December of 1921. "It don't pay to speculate."<sup>158</sup> As a result, hard times hit Bulloch County and specifically Register. By January 1924, there were thirteen pieces of farm property in Bulloch County advertised for sale under deed to secure debt. "Never before, perhaps in the history of the county has

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<sup>152</sup>Coleman, 1973. *Op. Cit.*, n. pag.

<sup>153</sup>*Progressive Farmer*, *Op. Cit.*

<sup>154</sup>Bunce, *Op. Cit.*, 11.

<sup>155</sup>*Ibid.*

<sup>156</sup>*Ibid.*

<sup>157</sup>*Bulloch Times* (Statesboro) 22 November 1921.

<sup>158</sup>Brannen, *Op. Cit.*, 429.



there been so great a number advertised for one sale day."<sup>159</sup> By 1926, Register had begun to show signs of weakening economically, especially when its bank closed their doors. The December 16, 1926 issue of the *Bulloch Times* reported that the Farmers State Bank of Register:

...closed about three weeks ago, following some disagreement between certain depositors and the cashier over the attempted withdrawal of certain large deposits by these patrons, when it was alleged the cashier declined to honor the checks. This precipitated a run and the bank doors were closed.<sup>160</sup>

With this losing of a major banking facility never to return, any financial dealings were directed to Statesboro and slowly Register's role in the Bulloch County economy was weakening. No longer was cotton king and since Register was a result of the same boom, then it declined along side the Sea Island cotton.

### Theme Three—The Transformation of Man

Mr. T. L. Davis is suffering with two broken ribs as a result of a runaway last Friday. He was hauling a load of timber when his horse was frightened at an automobile, a motorcycle and a freight train all approaching at once.<sup>161</sup>

Aside from the fact this excerpt is humorous and entertaining in its freakishness, it is quite illustrative of man's position in a quickly technologically advancing society of the early 20th century. In a larger sense, the incident is demonstrative of a universal struggle apparent in any society being shaped so quickly and radically by forces of advanced technology—the old order (horse and wagon ) versus the new order (railroad and automobile). And just as Mr. T. L. Davis' broken ribs and experience with the horse will affect his thinking and shape his attitudes, values and even the route he will take to market next time—in the big picture, the evolution of man's technological advances has reshaped the creatures themselves. What has been the impact of a progressing technological system upon man? And has man as a whole suffered his share of "broken ribs" in the process of change?

So far within the scope of this discussion, the primary emphasis has rested upon Bulloch County's setting, the landscape and how many through his technological advances in transportation renovated his locals. However, through the widening horizon of man's conscious exercise of reason in the form of mechanization, not only is the physical altered but the social environment as well. Basically, man, himself proves to be in a continuous process of change, a transformation specifically in the area of human relationships with the evolution of technology at its heart.<sup>162</sup>

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<sup>159</sup>*Bulloch Times* (Statesboro) January 1924.

<sup>160</sup>*Bulloch Times* (Statesboro) 16 December 1926.

<sup>161</sup>*Statesboro News* (Statesboro) 2 August 1911.

<sup>162</sup>Everett M. Rogers, *Social Change in Rural Society* (new York: Appleton-Century-Crafts Inc. 1960). 4.



Nevertheless, the observer should not be deceived into thinking that technology alone directs such a social metamorphosis for the change inevitably circles back to the concept that the physical landscape does not wholly determine, but strikingly influences the activities of the landscape's denizen.<sup>163</sup> And it is essentially to what extent the mechanical alters the topography that it in turn reciprocally affects man. Whether it is the simple hunter/gatherer and pastoral way of life or the independent pioneer in a remote section of Bulloch County in the mid-1800s or the industrialization of both agriculture and manufacturing in Bulloch County after World War II, the level of technology modifies man's perception of his environment whether it is a vision of economic subservience or life-threatening. And as a result of this cognizance and varying levels of technology, man's working role within his surrounding is established. For as already noted in the previous theme, technology at any level sets certain limitations and boundaries that finally lead to man assuming certain titles, whether it is conquerer, exploiter or co-exister.

Has Register gone through a similar change in its citizenry? Through the different faces that Register has worn, from the initial naval stores operation to the blossoming railroad depot and the later decline into its present condition as bedroom town, has there been an altering in the human geography of the area as well? Is the man that lives in Register today the same man who first settled in Bulloch County? Could this transformation of the social environment have played a part as a contributing factor toward Register's decline? Does the change in perception, attitudes, and values follow the same thread of development with the evolving technology advances neck and neck? Somehow does the resistance of the Southern population to change force technology to leave them behind until necessity for economic competition or sheer survival dictate such a change?

How has the Bulloch County man responded to change? Whether he was opposing the railroad, automobile or tractor, the Bulloch County man was a stubborn customer when it came to accepting new modes of travel. Consider the time right before Bulloch County's railroad era. Local legislators such as General Peter Cone "convinced people that forests would be burned by sparks and that women and children would be frightened." As a result, Statesboro did not receive a railroad until 1889 while Savannah had initiated one in 1835. Even as late as 1901, Mrs. Lucinda Olliff and others were formally protesting the Bruton-Pineora Railroad Company's "condemnation of land from Statesboro to Register." However, it wasn't long until the railroads brought prosperity through its massive freight services and was entrusted with carrying children to school.<sup>164</sup>

Essentially, the same obstacles faced the automobile when it first appeared on the Bulloch County scene. For instance, on January 16, 1906, a petition of 200 signatures called for the "exclusion of the machines" from the streets of Statesboro.<sup>165</sup> In a May 27, 1915 issue of *Bulloch Times*, an article entitled "To Begin Campaign to Down the Auto" graphically described the disaster caused by those "demon automobiles":

...that ten persons a day, over 3700 a year, including strong women, beautiful women, and innocent children meet violent death...the man-

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<sup>163</sup>Birdsall and Florin, *Op. Cit.*, 2.

<sup>164</sup>*Beacon*, (Statesboro) 13 March 1980.

<sup>165</sup>Coleman, 1969, *Op. Cit.*, 178.



gled bodies, the desolate homes, the weeping orphans of the poor victims of this modern Juggernaut. Turning to divorce courts...joyride has clogged the hoppers with cases of wrecked domesticity.<sup>166</sup>

However, with the decline of the railroad beginning in World War I and finally climaxing during the depression, the automobile began to be seen favorably as an efficient alternate mode of transportation. And how true the Dodge Brothers Motor Car advertisement in the September 14, 1916 issue of the *Statesboro News* read: "Its economy now is almost a proverb. Quietly, the knowledge has spread thoroughly, into every nook and corner of the nation."<sup>167</sup>

Since the Bulloch Countian's noncompliance to technological change has been established, another question comes to the surface when outlining this human dimension of technological change. What impetus spurs not just toleration or more acceptance but rather an adoption of the new innovation into the way of life? How does the turn around come about from the traditionally conservative and obstinate Bulloch Countian to the man pictured as a progressive and innovative spreader of the faith, the same doctrine that was so fervently protested against not too long before the suspicious conversion? Most likely, the best incident to illustrate such a shifting or changeover in man's priorities is the events leading up to the mass mechanization of agriculture in Bulloch County following World War II.

Although tractors did exist before the beginning of the war in 1941, this machinery was bulky, quite large and awkward to handle.<sup>168</sup> With the coming of World War II and the typical increase in both industrial and agricultural production expected to follow within a state of ware economy, the tractor gained many technological improvements and additions which would later lead to a higher level of efficiency in the post-war era and the farmer, himself, went through something of an economic overhaul. For in the beginning World War I, the agricultural depression of well over ten years ended in America's rejuvenated need for agricultural products.<sup>169</sup> However, another important factor helped to shape the post-war era: the shortage of labor during World War II. Due to the Selective Training and Service Act of 1940, all men between the ages of twenty-one and thirty-five were required to register for the draft. "On October 10, 1940, 2,138 Bulloch Countians were registered by the teachers in the county school system under the direction of the Selective Service Board."<sup>170</sup> Once the huge war effort was initiated, increased levels of agricultural production were expected to fulfill not just basic economic responsibilities but now to uphold the spirit of nationalism or the go "over the top."<sup>171</sup> How can a predominantly labor intensive agricultural system function at such high levels of production when almost all of the male, working population are potential draftees. Therefore, finding an adequate source of labor was essential.

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<sup>166</sup>*Bulloch Times*, (Statesboro) 27 May 1915.

<sup>167</sup>*Statesboro News*(Statesboro) June 1903.

<sup>168</sup>Lindsey Hilton Alderman interview, February of 1989.

<sup>169</sup>Dr. Perry Cochran class lecture, Spring Quarter of 1987.

<sup>170</sup>Coleman. *Op. Cit.*, 462.

<sup>171</sup>*Statesboro News*(Statesboro) 21 November 1918.



In fact, Bulloch County was in such dire need of an agricultural labor force that as early as 1943, German and Italian prisoners of war were used to do a variety of general jobs such as harvesting peanuts, pulling corn, cutting cane, and picking up pecans. Interestingly enough, these unorthodox sources of labor were not new to Bulloch County. Because even during World War I, Bulloch County school children helped the farmers gather their cotton crops. As the farmer saw his plight with labor more and more evident, these untrustworthy labor-saving devices began to look quite appetizing when trying to harvest crops on a skeleton labor crew. On September 9, 1943, the *Bulloch Times* printed "War Prisoners Gather Our Crops" in which the Georgia Agricultural Extension Service stressed:

...the need for many thousands of city and town folks to help out if most of the crops are to be harvested. Only upward of 4000 prisoners of war are working in the counties where 31,300 additional farm workers are needed...the need for extra labor in practically every county in the state is heavy.<sup>172</sup>

Could the shortage of labor have been large enough a motivating factor to initiate a mass use of more efficient technological form of tools not out of preference but necessity? In addition, the reason that this technological revolution in agriculture did not become rapid until after the war and because of the lack of metals and new materials found in any country in the heat of a state of war. What does one learn? Economics is the heart of man and that this quite sensitive facet of his life must be threatened before change will take place.

From independent frontiersman to specializing, intensive agriculturist to bedroom town-based commuter and finally to concerned, nostalgic-minded renewalist, what role has technology played in the shaping of each of these stages of Register's social progression? What were his beginnings? In the Fair and Good Roads Edition of the *Statesboro News* in June of 1903, the frontiersman of the 1870s is depicted as strikingly independent and rugged individual almost as savage as the wilderness surrounding him.

1873—Statesboro consisted of the old frame courthouse, 3 whiskey saloons and two residences. A reputation for being a rough place for hundreds of miles...Superior Court day convened twice a year and this was the time that the entire male population turned out...talk politics, swap horses, run races, and settle disputes. A fisticuff fight in which dozens of men would participate.... At least half the citizens, including some rather large landholders, would come to "big court" barefooted...If they wore a coat at all it was generally of pea jacket style...made out of hand-woven jeans, the cloth dyed with indigo juice, the weeds gathered from the hills of Bulloch.<sup>173</sup>

Why was the Bulloch County pioneer in such an uncivilized state? Through a grossly isolated and remote backwoods environment that simply did nothing but hinder an already ancient mode of travel found in the horse and wagon, the frontiersman's accessibility to others of his own kind was severely limited and thus he became economically and socially independent for the most part.

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<sup>172</sup>*Bulloch Times* (Statesboro) 9 September 1943.

<sup>173</sup>*Statesboro News*(Statesboro) June 1903.



With the economic upheaval for the better that resulted from the clearing of land and the introduction of the railroad, as stated before, man began to specialize vocationally. A merchant sells feed and seed to a farmer, a farmer grows cotton and raises livestock, another man runs the cotton through a ginnery, a resident buyer purchases the crop yield and eventually another man manufactures clothing from the cotton. With this interdependence, settlements are essential for survival.

Our farms are more than mere work places; they are homes.

Agriculture is not merely an industry, in a broad sense it is a social institution.<sup>174</sup>

Just as the frontiersman's log cabin was his "mansion," the intensive agriculturist's neighboring settlement, town, farm service center or railroad depot was "home."<sup>175</sup> Why? It is basically a matter of immobility. While the early 1900s were graced with isolation-breaking railroad lines, the barrier to man's individual mobility was not broken until the introduction of the automobile. Therefore, what developed was the highly conservative and immobile rural town settlement landscape such as Register with its institutions, such as the church, school and post office—a matter of great community pride.

With the coming of the automobile which did not need a path of tracks but only passable roads which were later assured in the 1930s, man began to venture well beyond "home." And overall, Americans became movers. Today, almost twenty percent of the population change residence each year. More than half of the United States citizenry moved during the ten-year period from 1940 and 1950. In 1940, the average farmer occupied his farm for only twelve years. "You have to get acquainted with your neighbors fast these days or you'll blink and they'll not be there."<sup>176</sup>

Due to the rural depopulation coming about after World War II, the once agriculturally based worker living in Register became a commuter. As a result of the influence of industry that entered Statesboro hand in hand with the mechanization of agriculture in the rural areas, people could drive to work at industries in Statesboro and Claxton and return to live a basically quiet, rural life.<sup>177</sup> Therefore, small towns such as Register seem to take on shape as being links between the city and the countryside.

The auto has even altered American courtship patterns, from the paternal supervision of the living room within the confines of the town to the parked car. Some even speculate that dating could not have become so popular without the car as transportation in the last 30 years.<sup>178</sup> Alvin Donaldson remembers one dramatic change brought on by the car:

At one time, Register had its own theater in the 1940s...About the time the town theater closed—the Statesboro drive-in opened up.

This was the era of the drive-ins.<sup>179</sup>

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<sup>174</sup>Gee, *Op. Cit.*, 21.

<sup>175</sup>*Statesboro News*(Statesboro) 4 October 1904.

<sup>176</sup>Rogers, *Op. Cit.*, 4.

<sup>177</sup>Coleman, 1969, *Op. Cit.*, 409.

<sup>178</sup>Rogers, *Op. Cit.*, 10.

<sup>179</sup>Donaldson. *Op. Cit.*



As far as agriculture was concerned, the mechanization of the farm brought out a change in the farmer himself. This is the description of the modern farmer:

His horsepower is bred in factories and his stock is fed by white-froked scientists in the laboratories that produce those fabulous substances known as antibiotics and hormones. His family farm is a costly, efficient revved up complex of fields, barns and equipment...his productivity is a hundred, a thousand times his family's own needs.<sup>180</sup>

Essentially, there is a change in values. A full corn crib which was a necessity for mule farming became less important. A ready source of cash to pay electricity and gasoline bills took top priority.<sup>181</sup>

Among the mass industrialization of this country, the independent small town is rare. At this very moment in the town of Register, there is a renewalist movement sweeping the town. Since its incorporation in 1982, the faithful townspeople of Register have attempted to repair and rejuvenate the broken town.<sup>182</sup> For example, in the January 31, 1982 issue of the *Statesboro Herald*, Nancy Badertscher writes:

Ranking closely behind the establishment of a bank branch and industry as local priorities, say residents, is the need for some local ordinances on building conditions and dumping.<sup>183</sup>

However, not until the introduction of the Governor's Community or Pride Program has any chance of renovation looked quite possible. For example, on February 4, 1989, Register had its First Annual Beautification Day. K. Steinberg, the chairperson for Register's Governor's Community of Pride Program had much to say concerning the beautification day. What were the results?

Half the town was out...Many people worked from 9 am to dark. It was really inspiring, women brought food and had lunch at the well. We used edgers and mowers, planted trees...and using bulldozers to clear weeds and land surrounding the old gym. Basically, the Governor's Program is intended to give organization to what the community would like the town to look like.<sup>184</sup>

Obviously, from the hustle or an automobile-based society, a few people still wish to make their town a *home* again.

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<sup>180</sup>Rogers, *Op. Cit.*, 7.

<sup>181</sup>Mullis, *Op. Cit.*

<sup>182</sup>the town logo found on stationery.

<sup>183</sup>*Statesboro Herald* (Statesboro) 31 January 1982.

<sup>184</sup>K. Steinberg interview, February 1989.



## Conclusion

He peers eagerly back into the twilight out of which he has come in the hope its faint beams will illuminate the obscurity into anxieties about the path that lies ahead quicken his insight into what lies behind. Past, present, and future are linked together in the endless chain of history.

Edward Hallett Carr<sup>185</sup>



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#### Interviews

Alvin Donaldson: Fall 1988; Winter 1989

Elizabeth Sorrier: February 25, 1989

Lindsey Hilton Alderman: February of 1989

K. Stenberg: February, 1989



Statesboro High School Class of 1935 commissioned a painting of the old high school building on Grady Street in honor of 15 deceased members of the class. The painting by artist Larry Smith was presented to Statesboro Regional Library on April 15, 1989, for permanent display and public viewing at the library.

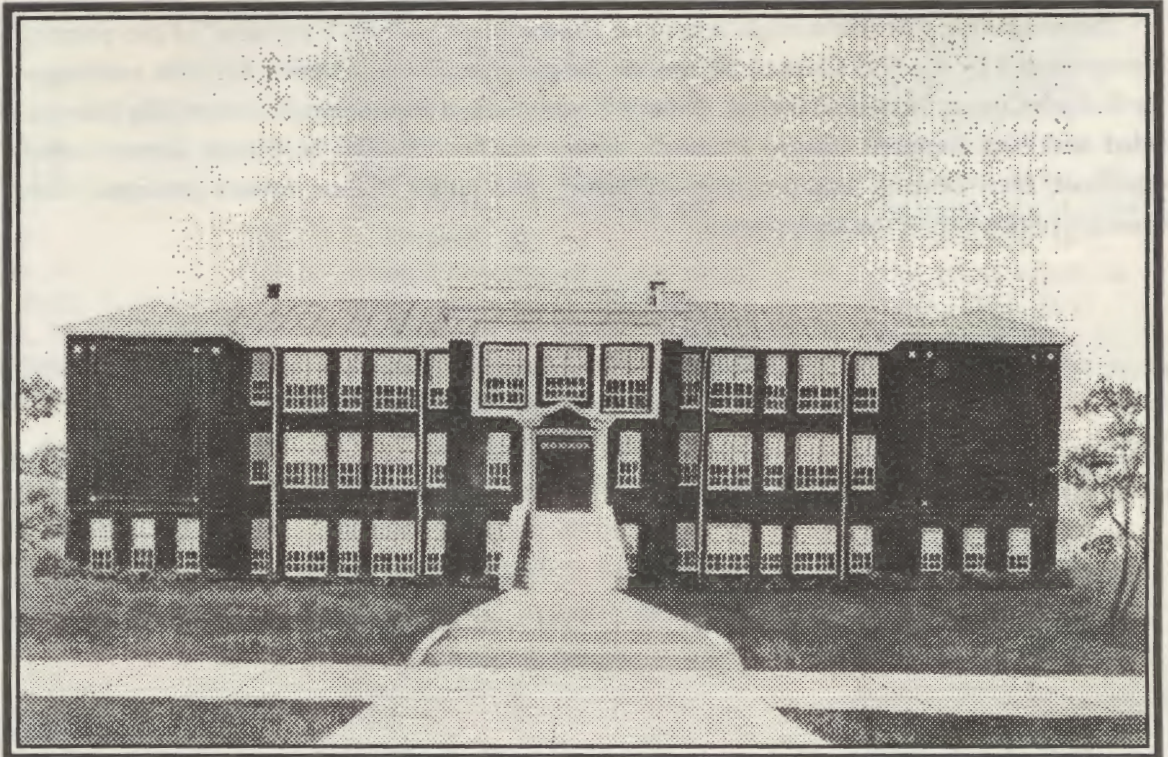
Miss Smith made the presentation on behalf of the Class of 1935 and the local committee including Evelyn Mabry and Roger Wilson. The Smith received the painting for the library. Color copies were presented to the artist on April 15, 1989, as a thank you and to the school superintendent's office.

The names of the deceased members of the class were: Ernest Anderson, Fred Beasley, Bill Brigham, 1935-1936, 1937-1938, 1939-1940, 1941-1942, 1943-1944, 1945-1946, 1947-1948, 1949-1950, 1951-1952, 1953-1954, 1955-1956, 1957-1958, 1959-1960, 1961-1962, 1963-1964, 1965-1966, 1967-1968, 1969-1970, 1971-1972, 1973-1974, 1975-1976, 1977-1978, 1979-1980, 1981-1982, 1983-1984, 1985-1986, 1987-1988, 1989-1990, 1991-1992, 1993-1994, 1995-1996, 1997-1998, 1999-2000, 2001-2002, 2003-2004, 2005-2006, 2007-2008, 2009-2010, 2011-2012, 2013-2014, 2015-2016, 2017-2018, 2019-2020, 2021-2022, 2023-2024, 2025-2026, 2027-2028, 2029-2030, 2031-2032, 2033-2034, 2035-2036, 2037-2038, 2039-2040, 2041-2042, 2043-2044, 2045-2046, 2047-2048, 2049-2050, 2051-2052, 2053-2054, 2055-2056, 2057-2058, 2059-2060, 2061-2062, 2063-2064, 2065-2066, 2067-2068, 2069-2070, 2071-2072, 2073-2074, 2075-2076, 2077-2078, 2079-2080, 2081-2082, 2083-2084, 2085-2086, 2087-2088, 2089-2090, 2091-2092, 2093-2094, 2095-2096, 2097-2098, 2099-2100, 2101-2102, 2103-2104, 2105-2106, 2107-2108, 2109-2110, 2111-2112, 2113-2114, 2115-2116, 2117-2118, 2119-2120, 2121-2122, 2123-2124, 2125-2126, 2127-2128, 2129-2130, 2131-2132, 2133-2134, 2135-2136, 2137-2138, 2139-2140, 2141-2142, 2143-2144, 2145-2146, 2147-2148, 2149-2150, 2151-2152, 2153-2154, 2155-2156, 2157-2158, 2159-2160, 2161-2162, 2163-2164, 2165-2166, 2167-2168, 2169-2170, 2171-2172, 2173-2174, 2175-2176, 2177-2178, 2179-2180, 2181-2182, 2183-2184, 2185-2186, 2187-2188, 2189-2190, 2191-2192, 2193-2194, 2195-2196, 2197-2198, 2199-2200, 2201-2202, 2203-2204, 2205-2206, 2207-2208, 2209-2210, 2211-2212, 2213-2214, 2215-2216, 2217-2218, 2219-2220, 2221-2222, 2223-2224, 2225-2226, 2227-2228, 2229-2230, 2231-2232, 2233-2234, 2235-2236, 2237-2238, 2239-2240, 2241-2242, 2243-2244, 2245-2246, 2247-2248, 2249-2250, 2251-2252, 2253-2254, 2255-2256, 2257-2258, 2259-2260, 2261-2262, 2263-2264, 2265-2266, 2267-2268, 2269-2270, 2271-2272, 2273-2274, 2275-2276, 2277-2278, 2279-2280, 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# Remembering Statesboro High School on Grady Street

by Kemp Mabry



Statesboro High School Class of 1938 commissioned a painting of the old high school building on Grady Street in honor of 15 deceased members of the class. The painting by artist Larry Smith was presented to Statesboro Regional Library on April 15, 1989, for permanent display and public viewing at the library.

Hines Smith made the presentation on behalf of the Class of 1938 and the local committee including Evelyn Mabry and Rufus Wilson. Phyllis Smith received the painting for the library. Color copies were presented to Statesboro High School on Lester Road and to the school superintendent's office.

The fifteen deceased class members honored by the presentation were: Emerson Anderson, Fred Beasley, Bill Brigham, Millie Sue Cannon, John Henry Cone, Sam Allen Gilstrap, George C. Hitt, Jr., Robert Hodges, Roger Holland, Warner "Skeet" Kennon, W. Lambuth Key, Troy Mallard, John William Phelps, Martha Rimes and Ann Elizabeth Smith

Statesboro High School on Grady Street opened in the fall of 1922, built at a cost of \$60,000. The last class to be graduated from the Grady Street building was 1964. In 1975, the building was



set afire and burned. The burned out shell was later removed and with it went the tangible reminder of 42 years of learning and loving by thousands of students.

Larry Smith, the artist, had made color slides of the fire in 1975. He used these and several early photographs as the basis for his pictorial representation of the demolished Grady Street structure. Smith is a graduate of Statesboro High School. He teaches art in Screven County Schools and serves as president of the Statesboro Arts Council.

"Remembering Statesboro High School on Grady Street," a "sneak preview" of the painting commissioned by the SHS Class of '38 was the the program for the October 17, 1988, meeting of the Bulloch County Historical Society. Bulloch County School Superintendent-elect Billy Bice presided and Mrs. Reppard (Elvyn) DeLoach, former teacher, W. Earl McElveen, former superintendent, Miss Dorothy Brannen, former teacher, and James Sharpe, former principal, were speakers remembering the high school.



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